

**Natural Resources Division Records
Emerald Bay SP & DL Bliss SP**

**Emerald Bay Route & Bridge Proposals
Correspondence 1955 - 1966**

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John H. Knight, Chief, Operations Division

August 9, 1968

News Item -
Sacramento Union
Thursday, August 8, 1968

District 3

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After reading the attached news item in the Sacramento Union I wonder why there is such a flap over not having a tunnel to go around Emerald Bay under this same authorization. It would appear to me that this would be the argument as far as Emerald Bay is concerned.

Original Signed By:
CLYDE L. NEWLIN

CLYDE L. NEWLIN
Superintendent, District 3

CLN:pc
Attach.

cc: Mr. Mott w/attach.
Mr. Hunter "
Mr. Tryner "
Mr. Haussler "
Sierra Area "

Reagan OKs Toll Tunnel On U.S. 50

The construction of a toll tunnel on U.S. 50 in the Twin Bridges-Meyers area has been approved by Governor Reagan.

Reagan's office announced Wednesday that the governor has signed Senate Bill 221 by Sen. Randolph Collier, D Yreka, which creates the El Dorado County Toll Tunnel Authority Act.

The act allows the authority to study the feasibility of a tunnel and then the construction and maintenance of the tunnel. Revenue bonds, secured by tolls, would be issued to cover the cost of construction.

A spokesman for the governor also said a second bill by Collier, SB 219, was signed at the same time and authorizes toll tunnels in Southern California.

These tunnels would connect projects financed through the California Toll Bridge Authority Act, the spokesman said.

DEPARTMENT OF PARKS AND RECREATION

DIVISION OF BEACHES AND PARKS

P.O. BOX 2390

SACRAMENTO 95811



March 8, 1967

Mr. and Mrs. E. Sawyer
824 Arlington Avenue
El Cerrito, California 94530

Dear Mr. and Mrs. Sawyer:

Thank you for your card of March 1, addressed to the State Park Commission, concerning protection of the west shore of Lake Tahoe from freeway construction.

We are attempting to work out with the Division of Highways a solution to the traffic problem in the vicinity of Emerald Bay that will not inflict severe damage on the Tahoe shoreline and on the state parks in that vicinity. It appears that the best solution will involve something other than freeway construction.

We will continue these efforts, and are glad to know of your interest and support.

Sincerely,

ORIGINAL SIGNED BY

FREDERICK A. MEYER

FREDERICK A. MEYER
State Park Forester

FAM:pjo

DEPARTMENT OF PARKS AND RECREATION

P. O. BOX 2390
SACRAMENTO 95811

October 20, 1966

Mr. and Mrs. Herbert L. Coggins
2764 Filbert Street
San Francisco, California 94123

Dear Mr. and Mrs. Coggins:

Thank you for your letter of October 11, concerning Highway 89 at Lake Tahoe. Like you, we are greatly concerned about highway construction in that area.

The Division of Highways has adopted a freeway route for Highway 89 south from Tahoe City to the El Dorado County line, and north from Highway 50 to the vicinity of Camp Richardson. No route has been adopted northward from Camp Richardson around the rugged portion of the Tahoe shoreline including Emerald Bay.

We have recommended to the Division of Highways the construction of a new two-lane commercial highway route around Emerald Bay, including a tunnel some 4,000 feet in length under Cascade Ridge. Such a route would make far less of a scar on the Tahoe landscape than any previous proposal, and would be both shorter and less costly to maintain in winter than other high-level proposals. This would leave the present route, with moderate improvements, to be used as a two-lane parkway.

To the best of our knowledge, this proposal is still under study by the Division of Highways. I can assure you, however, that no action toward route adoption or approval has been taken by the Highway Commission at this writing. We are hopeful that the parkway concept, rather than that of the freeway, will be found more appropriate not only in the park but throughout much of the Lake Tahoe region.

I appreciate knowing of your interest and concern in this important matter.

Sincerely,

Fred L. Jones
Director

FLJ:FAM:pjo

M^o TRYNER

DIVISION OF BEACHES and PARKS
SUPERVISOR'S WEEKLY LOG

303 - 313
Unit Number

D.L. Bliss - Emerald Bay State Park
Unit Name

10-10-66
Date

H. C. Tenny
Asst. Supervisor

Day & Date	
Mon. 10-3	Survey crew from the Division of Highways are in the park to locate bench marks and to establish elevations. Work project --- to ascertain three possible routes around or across Emerald Bay. Department of Public Works Division of Highways District 3 703 B Street Marysville, California Chief of Survey Party -- Carl Samuel
10-4	
10-5	
10-6	
10-7	
Sat. 10-8	Visitation is nil --- 3 campsites occupied this weekend.
10-9	
	Note: All facilities have been winterized except the Beach Road Campground and the Boat Camp. These areas will remain open and operating until the weather determines closure.

Memorandum

To : Earl P. Hanson
Acting Chief
Division of Beaches and Parks

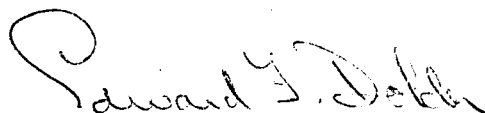
Date : August 25, 1966

Subject: Scheduled tour of
Lake Tahoe Basin-
September 7, 1966

From : Department of Parks and Recreation

The Assembly Committee on Natural Resources, Planning and Public Works has scheduled a tour of the Lake Tahoe Basin area for September 7, 1966. The Director is planning to accompany the Committee on this tour.

He would like to give to the Members an explanation of Emerald Bay, particularly concerning parkways, sewage, and the road proposal around the Bay. He will need a map of the Lake showing these and the different parks. Please have the material in the Director's Office by September 2 1966 for his review.



Edward F. Dolder
Deputy Director-Executive

EPH will handle.

*Map, & copies of talks & ltr.,
given to him on F 2 Sept.*

cc Jyner 9/29

John H. Knight, Deputy Chief
Park Management

May 6, 1966

Report - Tahoe Regional
Planning Commission Meeting

District 3

The attached report from Peter Gaidula on a meeting of the Tahoe Regional Planning Commission held on May 4, 1966, is most important because of the information regarding the items that this planning commission have in the Lake Tahoe 1980 Regional Plan.

The plan they have indicates bridging Emerald Bay and a proposed marina inside Emerald Bay at Emerald Bay Point. Both of these items are strictly not in our planning program for the parks.

Inasmuch as this meeting was to bring up proposed revisions to the 1980 Plan we would like to suggest that the Department of Parks and Recreation get something prepared as an answer to be given at the public hearing Wednesday, June 22, 1966, at the south end of the Lake.

It was particularly brought to our attention by Mr. Elton Andrews of the State Office of Planning proposing that this Tahoe Regional Planning Commission be the official body for the Lake Tahoe region on planning. If this were to become a reality they could be organized long before we could establish a firm stand with the local people and Division of Highways on a parkway around Emerald Bay with the tunnel as proposed by our Department and expressed by Director Jones.

We feel time is of the essence in this matter to get the position of the Department and the Division thoroughly established.

Original Signed By:
CLYDE L. NEWLIN

CLYDE L. NEWLIN
Superintendent, District 3

CLN:ds
Attach.

cc: Director Jones w/attach.
Mr. Tryner "
Mr. Meyer "

Superintendent, District 3

May 5, 1966

Meeting Attended - Tahoe
Regional Planning
Commission

District 3

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On May 4, 1966 I attended a meeting of the Tahoe Regional Planning Commission held at the Crystal Bay Club, Crystal Bay, Nevada. The main purpose of my attendance there was to become informed of their existing thinking on proposed parkways for the Tahoe Basin. I gave a brief presentation regarding the parkway study in which we are now engaged.

The main purpose of this particular meeting was to bring up proposed revisions in the Lake Tahoe 1980 Regional Plan. As the plan now stands several things shown thereon are inimical to the objectives of the Division of Beaches and Parks - one, is the bridging of Emerald Bay; the other is a proposed marina at Emerald Point. The Tahoe Regional Planning Commission at this meeting went on record as favoring the bridge across Emerald Bay. No specific mention was made of the marina; therefore, it will still remain on their plan. Since the stand of this Division opposing the bridge is well known, I did not feel it necessary to make any comment at this meeting.

A printing of the revised regional plan is planned for sometime early in the 1966-67 Fiscal Year. Meanwhile, a public hearing is to be held regarding these proposed revisions. The date of this meeting is set for Wednesday, June 22, 1966, at a location to be announced, somewhere at the South end of the Lake.

The above endorsement of the bridge indicates to me that the victory for the tunnel and high level route is still hanging in the balance, and that there is still considerable work to be done to stave off the building of the bridge. The role of this Planning Commission is sure to be strengthened in the future. Mr. Elton Andrews of the State Office of Planning attended this meeting and he proposed that this Commission strengthen itself by hiring a full time staff and by seeking to gain official recognition from the two States and from all counties involved.

Superintendent

-2-

May 5, 1966

A strong presentation by the Division of Beaches and Parks in opposition to the bridge appears to be highly desirable at the June 22 meeting.

Original signed by:
Peter Gaidula

PETER GAIDULA
Assistant Landscape Architect
District 3

PG:pc

cc: Mr. Fred Meyer ✓

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THE DEPARTMENT OF PARKS AND RECREATION
PROGRAMS IN LAKE TAHOE*

By

FRED L. JONES, DIRECTOR

It is a great pleasure for me to appear before you today and to present the point of view of the California Department of Parks and Recreation concerning the matter of highway routing at Emerald Bay in relation to existing State Parks and to scenic beauty. As you probably know, this matter dates back for about eighteen years in one form or another. A chronology prepared by the California Division of Highways shows the first entry for June, 1948.

I want to assure you at the outset that the California Department of Parks and Recreation favors an all-year highway at Emerald Bay. We have questioned the assumption that an all-year highway necessarily means a bridge across the mouth of the Bay, but we agree that an all-year route is necessary and that the present highway is inadequate.

While it is true, of course, that a bridge would be an artificial element in an otherwise superb natural landscape, this scenic feature of a low-level highway would probably be less objectionable than the scars that would be made by the approaches to the bridge. It appears to us that the scar made by the northern approach would be approximately ten times as great as any construction scar now visible on the shores of Lake Tahoe. The scars to the south would be almost as large.

Emerald Bay is a magnificent scenic jewel, and constitutes in the opinion of almost everyone the climax of the scenery at Lake Tahoe. We are all concerned with the preservation of this great natural landscape. All of us - Governor Brown, Division of Highways people, Department of Parks and Recreation people, and you people - are doing our very best to achieve a solution that will serve the transportation needs, preserve the beauty, and protect the parks.

When improvement of the highway at Emerald Bay was first proposed, the plan contemplated a modern two-lane highway. This was to be located either on the low-level across the mouth of Emerald Bay, or on the high-level in the vicinity of the present highway. As long as this was the choice, the Division of Beaches and Parks favored the high-level route. This was to involve construction of snowsheds on one or both sides of Emerald Bay, and a tunnel under the big slide near Bay View Rest. There was, of course, to be modernization of the crooked portion of the present highway on the ridge between Emerald Bay and Cascade Lake. These improvements were to be much less damaging than those involved on the lower route, where the scars were to be added to the visual impact of the bridge itself; where the approaches were to pass through two major State Park campgrounds, one on each side of Emerald Bay, which are already developed and badly needed; and where a fill or viaduct was to bisect the scenic State Park area of Emerald Point, which is now accessible only by

*Presented at the Board of Directors Meeting, Greater North Lake Tahoe Chamber of Commerce, Incline Village, Nevada, April 13, 1966.

trail or boat. When the Legislature established the California Freeway and Expressway System, Highway 89 was included. This meant that henceforth all planning for an improved Highway 89 facility involved the consideration of an ultimate four-lane divided highway, even though only two lanes might be built at the outset. This caused us to re-examine the whole Emerald Bay highway problem and to take a fresh look at each possibility in the light of the new standards and new requirements.

The lower route would be affected by this change primarily by way of degree. The cuts would have to be higher and the fills would have to be longer to accommodate four lanes rather than two. The construction scars on the Tahoe shoreline would be greater and a larger acreage of camping area would be eliminated, but otherwise the damage would not be much different. On the upper route, however, the results would be more severe. Four-lane construction in this precipitous area would greatly magnify the scars and would largely destroy a major campground in Emerald Bay State Park.

The Department of Parks and Recreation thus found itself faced with a circumstance wherein each of the two freeway routes under consideration presented very real problems.

We therefore found it necessary to examine the matter from a completely new and different direction, and to question certain basic assumptions that had previously been made. In the first place, it appeared that it would be undesirable to achieve a solution in the conventional manner of constructing a divided freeway or expressway with two lanes in each direction. It seemed desirable to think about segregating the traffic on the basis of character, speed, and primary objective, rather than simply on the basis of the direction in which it was moving.

Highway 89 carries a substantial amount of light commercial traffic, and also considerable numbers of other travelers who are at the time in more or less of a hurry and not particularly interested in slowing down to look at the scenery. But by far the greater proportion of travelers in this area are sightseers and park visitors whose primary interest is in viewing and appreciating the majestic scenery, whether by parking at the edge of the road or by riding in a slow-moving vehicle.

It is possible that the needs of these classes of traffic can be met by providing two two-lane highway facilities, each for a different character of traffic. It would appear possible that the construction of a new commercial highway for through traffic, without primary attention to scenic enjoyment by passengers, plus the improvement of the present highway specifically as a scenic route with numerous turnouts and observation points, could serve all purposes.

We suggested this rudimentary idea to the Division of Highways in 1962, based on small-scale maps of the area then available. Highways made a preliminary

analysis of the cost and came up with a figure quite comparable to the proposal for a four-lane freeway on the high-level route.

More recently, detailed topographic maps have become available, and closer attention to the possible location of a commercial two-lane highway has been possible. It may be that construction of a tunnel under the ridge between Emerald Bay and Cascade Lake, of a length comparable to that of the Wawona Tunnel in Yosemite National Park, could provide a two-lane commercial highway completely separated from the recreational route, and half a mile shorter in length than the high-level freeway. This commercial route could be a high standard two-lane highway that could be kept open the year around. In the summer, both routes would be open and available, with most of the tourists naturally choosing the more scenic highway located in general along the present alignment.

I have told you about the problems that the Department of Parks and Recreation has had to consider, and I have told you something about possible solutions that have come to mind. The possible alternates that I discussed are being thoroughly studied by the Division of Highways, as well as all other possible methods of routing. Both Governor Brown and the Division of Highways are insistent that a satisfactory solution be arrived at that will meet in the best way possible all of the various needs that must be seen to.

Fortunately, time is on the side of the planners. It is my understanding that other needs for funds in this general portion of the State will necessarily defer any actual major new construction in the Emerald Bay area for approximately ten years or so. During this period I am confident that the various interests concerned will be able to arrive at a consensus.

Jack Domergue has asked me to provide information on several other park and recreation matters that you are interested in. One of these had to do with our studies last year of various new park possibilities around the lake.

In response to Senate Resolution No. 35 co-authored by Senators Lunardi and Begovich adopted on April 20, 1964, the staff of the Department of Parks and Recreation undertook a study of the Lake Tahoe Basin to determine the feasibility of establishment of State park or recreation areas in the Lake Tahoe region. The field study was conducted in 1964 and the final report was transmitted to the Legislature on May 13, 1965. During the extra session of the Legislature in 1965 approval was voted for the acquisition of 1,975 acres at Sugar Pine Point. Purchase of this property was completed in December 1965 at a price of \$8,300,000.

During the Legislative study close liaison by the staff was maintained with the Placer and El Dorado County Planning Offices, as well as with the U. S. Forest Service. Two documents providing important guidelines for the preparation of

the State's report were: The U. S. Forest Service "Multiple Use Management Plan for National Forest Lands, Lake Tahoe Basin"; and the "Regional Plan for the Lake Tahoe Basin 1980", prepared by the Tahoe Regional Planning Commissions of Nevada and California.

At the beginning of the field study, meetings were held with the two district rangers of the U. S. Forest Service having jurisdiction in the Lake Tahoe Basin to determine their estimated long-range recreational needs and their proposed program and schedules for forest recreational development. An inventory of existing national forest campgrounds and picnic areas was made together with a land use analysis of the Lake Tahoe Basin. Since National Forest lands comprise about 50% of the total land area of the Basin, but with only a little more than three miles of shoreline out of a total of 70 miles, it became apparent early in the study that the State's goal was to concentrate on the best possible shoreline project with sufficient upland area to accommodate much needed camping and picnicking sites. The result of the study was the selection of five areas determined to have varying degrees of potential as possible additions to the State Park System. These five areas, in geographic order from north to south, are as follows:

1. Burton Creek area - comprising the Burton Creek watershed basin, totaling 5,000 acres with a lake frontage of 1-1/4 miles.
2. Tahoe Wye area - located at the junction of State Routes 28 and 89 at Tahoe City, totaling 64-1/4 acres with frontage on the Truckee River and 512 feet of frontage on Lake Tahoe.
3. Sugar Pine Point area - comprising 2,260 acres of the lower General Creek watershed with 7,700 feet fronting on Lake Tahoe.
4. Rubicon area - located immediately north of D. L. Bliss State Park with a total of 535 acres and one mile of Lake Tahoe frontage. The one mile of lake frontage includes one of the finest beaches in the entire Lake Tahoe shoreline.
5. Cascade Lake area - includes 950 acres extending from Lake Tahoe to an area completely surrounding Cascade Lake. The project includes a frontage on Lake Tahoe of one mile and a frontage on Cascade Lake of two and one-half miles.

The selection by the State Park Commission of the Sugar Pine Point project as the number one priority at Lake Tahoe to be acquired with funds from the 1964 State Park Bond Act, was based largely upon the following reasons:

1. The superlative scenic environment of the area with an excellent combination of lakeshore frontage with back country along General Creek for public use.
2. Excellent forest management programs by the principal private owner giving a park like character to the area.
3. Relatively undeveloped with structures and roads compared to other study areas.
4. Ownership held by only five individual parcels with the major usable area of 1,975 acres in one ownership.

At Sugar Pine Point immediate public use facilities will be placed for this summer between the highway and the lake and adjacent to the existing development and existing roads. Access is presently available. Water will come from the existing pump system with plastic pipe for distribution. Sanitary facilities will be the vault-type restrooms.

It is felt that a proper determination cannot be made on the number of camp/picnic facilities until the snow clears and an evaluation is made on the area of roads, restroom placement, etc. Our planners feel it would be safe to say that a minimum of 75 camp/picnic tables and stoves will be installed. If there are no access, water, or sanitary problems, and there is space available to place additional tables without destroying the area, then more can be purchased and used.

Included in the 1966-67 fiscal year capital outlay budget now before the Legislature is an item for the development of 100 permanent camp units and 100 permanent picnic units at Sugar Pine Point. Included in this program will be parking space for 150 cars in the picnic area. Sanitary facilities will be built based upon an eventual hookup with a central sewage trunk system proposed for exportation of sewage effluent out of the Lake Tahoe Basin.

Continued development of the Sugar Pine Point area will be scheduled on an annual capital outlay budget program consistent with public needs for camping and picnic sites. However, funds for this development program will be in competition with other equally needed public facilities in State Park units elsewhere in the State.

It is in our plans to develop and use the General Phipps Cabin as an historical building in the interpretation of the history of the Lake Tahoe area. Detailed plans for this historical program will be forthcoming as our master plan program for the development of Sugar Pine Point progresses.

Jack asked specifically about the Burton Creek and Paige Meadows areas. We hold the Burton Creek area in high esteem as a potential public recreation area. Our analysis reveals that it has a potential of over 2,000 camp sites and approximately 275 picnic sites. In addition, excellent possibilities exist for large group picnic and group camp sites. Its proposed lakeshore frontage from the Coast Guard Station to the Tahoe State Recreation Area would provide for 1-1/4 miles of potentially good public beach area. One of the problems in connection with potential State acquisition of this project area is the complex pattern of private ownership. The total number of owners within the Burton Creek Study Area at the time our report was prepared totaled 69, including 31 parcels of improved land. We have noticed new construction within the area in recent months.

The Paige Meadows area was considered in our studies as an entity of the Ward Creek area. Long-range programs of private developers, as well as those of the U. S. Forest Service, precluded any possibility of the State becoming involved within this area. Also, the potential relationship of lake frontage ownership with adequate back country area did not exist.

Blackwood Creek was also investigated and studied among other potential areas. Here, again, the programs of the Forest Service are well prepared to take care of the public's recreation needs.

Another question Jack had was if new campgrounds were planned this summer at D. L. Bliss and Emerald Bay State Parks. At D. L. Bliss we have recently completed a new campground at Pine Flats, adding 55 camp units for a total of 168 camp sites now existing in the park. At Emerald Bay State Park we have recently completed a boat access campground on the north shore in the area of the former resorts. We do not have a program for additional campsites during the next fiscal year.

Our report to the Legislature states that within one-day's driving time (250 airline miles) over 11 million people live. With the near completion of Interstate 80 as a full freeway, and with programs to complete State Highway 50 to freeway status, the availability of the Lake Tahoe Basin to rapid and easy automobile access for these millions will be complete. Efforts by the Federal Government and the State alone will not be sufficient in supplying the future needs of the recreation seeking public in the Lake Tahoe area. Our present 4 park units totaling 3,535 acres with 9-3/4 miles of shoreline can only partially fulfill the public demands.

Farsighted programs by private enterprise consistent with good regional planning will be a necessity if the Lake Tahoe area is to continue to be the scenic and recreational attraction enjoyed by so many.

I sincerely hope that I have given you a picture of the Department of Parks and Recreation's activities in the Lake Tahoe area. I will be more than happy to discuss this further with you. Thank you.

Greater North Lake Tahoe Chamber of Commerce and Convention Bureau

P. O. Box 884
Tahoe City, California

P. O. Box 186
Kings Beach, California

COMMUNITIES SERVED BY
GREATER NORTH LAKE
TAHOE CHAMBER OF COMMERCE
AND CONVENTION BUREAU

March 29, 1966

● Mr. Ben Twight, Park Supervisor
D. L. Bliss State Park
P. O. Box 266
Homewood, California

CISCO GROVE

DONNER SUMMIT

DONNER LAKE

TRUCKEE

SQUAW VALLEY

Dear Mr. Twight:

The Greater North Lake Tahoe Chamber of Commerce is most concerned about the long delay in construction of an all-year highway around the West Shore of Lake Tahoe. We recognize that routing past Emerald Bay is the main deterrent to final adoption of a route.

TAHOE CITY

HOMEWOOD

TAHOMA

MEEKS BAY

At our next Board of Director's meeting on April 13, we intend to pass a resolution in support of either a low or high-level highway past Emerald Bay. We are aware of the position taken by the Division of Highways but not that of the Division of Beaches and Parks. Will you help us by obtaining a speaker to present the case for your organization at our April 13 meeting? It is a luncheon meeting at 12 Noon at the Chateau Restaurant in Incline Village. You are invited to attend along with the speaker.

CARNELIAN BAY

TAHOE VISTA

KINGS BEACH

BROCKWAY

To arrive at a meaningful decision, our directors would appreciate a detailed discussion of the Emerald Bay problem. Possibly thirty minutes to an hour would be available for the presentation followed by a question and answer period. We would like specific proposals for highway routings and how such roads would influence operations at Bliss and Emerald Parks, and also the effect on natural scenic values. Maps and photographs would undoubtedly be helpful.

CRYSTAL BAY

INCLINE VILLAGE

Please send me the name of the speaker as soon as possible so that we can prepare our agenda for the meeting. Thank you very much for your help on this critical issue.

MT. ROSE AREA

Sincerely yours,


JACK DOMERGUE
President

JD:di

Memorandum

To : Honorable James A. Alexander
Cabinet Secretary
Governor's Office

Date : January 26, 1966

Subject : Emerald Bay State Park

Highway 89 Location
Problem

From : Department of Parks and Recreation

This follows up on our meeting on the above subject.

In an effort to arrive at an acceptable and constructive solution to the impasse between highway modernization and park values at Emerald Bay, members of my staff have been giving thoughtful study to this matter for many months. Because of the problems from the park standpoint of all proposals officially made to date, we have approached this subject from an entirely different direction.

Up until 5 or more years ago, when highway improvement proposals envisioned a new 2-lane highway only, we favored the high-level location around the head of Emerald Bay, with a short tunnel under the big slide area. Our opposition to the low-level route involving the bridge was, and is, based on (1) usurpation of already developed and badly needed camping areas, both north and south of Emerald Bay; (2) bisection by fill or viaduct of Emerald Point, a magnificent natural area accessible by trail or boat; (3) tremendous scars on the Lake Tahoe shoreline both north and south of the bridge location; and (4) the bridge itself, an artificial element in a superb natural scene.

In June 1962, representatives of the Division of Highways appeared before the State Park Commission and presented a series of models designed to show in three dimensions the effects of both high-level and low-level routes on the Emerald Bay landscape. They also presented brochures containing a series of retouched photographs with the same purpose. Both these offerings showed the proposed highways as full 4-lane freeways. The high-level route in this form made damaging scars around the rim of Emerald Bay. While the bridge itself would be little different, the lower route would now alienate a greater amount of camping area, and would make the scarring of the Tahoe shoreline much worse. We have calculated roughly that the scar north of the bridge would appear 10 times as large as the cut at Cave Rock on the Nevada side of the lake, which now stands out conspicuously from almost all points on the California shore; and that the scar south of the bridge would appear about 5 times as large as that at Cave Rock. In other words, the view of Emerald Bay and D. L. Bliss State Parks, as seen from other parts of the Lake Tahoe basin

and from the lake's surface, would be characterized by the largest scars anywhere on the perimeter of Lake Tahoe.

This would also be true if the high-level route were constructed as a 4-lane facility. The proposed high-level location also invades and would seriously damage a developed campground south of Emerald Bay.

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Our new proposal recommends separation of traffic not on the basis of direction of movement, as on a freeway or expressway, but rather on speed and primary objective. There is, of course, a substantial amount of light commercial traffic on Highway 89, and other travelers who are in a hurry and not interested in slowing down to look at scenery. But the greater proportion of travelers here are sightseers and park visitors whose primary interest is in appreciating the majestic views obtainable at Emerald Bay, whether by parking or by riding in a slow-moving vehicle. It is our feeling that neither of these classes of traffic requires a 4-lane highway facility, and that their needs can be met for a very long time by providing two 2-lane highways, each for 2-way traffic. The commercial route would be of a high standard and would be kept open all year. The tourist route would be considerably improved over the present road, particularly south of Emerald Bay, and would make accessible the most scenic spots, but it would be of a lower standard than the all-year highway.

Our studies have produced a location for the all-year highway route which is fully acceptable from our standpoint. This route is shown on the map we gave you. In general it is parallel to and somewhat above the existing highway for that portion of the route north of Eagle Creek. From a direction north of D. L. Bliss State Park the highway would ascend southward on a 4% grade to a summit just west of the Park Headquarters. Continuing southward, it would descend on slack grade to the vicinity of the Upper Emerald Bay Tract (U. S. Forest Service), and then on a 6% grade to Eagle Creek. In this segment we suggest a short tunnel under the troublesome avalanche path, rather than a snowshed or open construction. From Eagle Creek the road would depart completely from the present highway by tunneling through the mountain south of Emerald Bay, to emerge just north of Cascade Lake. The tunnel would be at a level or perhaps 1% gradient, and about 4,500 feet long, or comparable to the Wawona Tunnel in Yosemite National Park. From the south portal the highway would resume a closer relationship to the present facility, and continue toward the south shore of Lake Tahoe.

The preliminary engineering that was done on this proposal by the Division of Beaches and Parks was only sufficient to determine that these routes can be constructed to the suggested standard within the

January 26, 1966

limits usually followed by the Division of Highways as to gradient and curvature. We have not done any design work, nor do we intend to suggest refinements beyond those concerned with park values.

Modernization of the present highway, to serve better as a tourist route but not to be kept open for winter use, offers no critical problems, in our opinion.

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It would be necessary for Highways to pursue these thoughts further so as to determine cost and engineering feasibility. We will assist in any way we can to reach a satisfactory conclusion.

Fred L. Jones
Fred L. Jones
Director

FLJ:FAM:pjs

cc: Mr. DeTurk
Mr. Knight
Mr. Hanson
Mr. Tryner
Mr. Meyer ✓
District 3 (2)
Sacramento Region

Memorandum

To : Earl P. Hanson, Deputy Chief
Park Management

Date : SEP 1 1969

Subject :
D. L. Bliss and Emerald Bay State
Parks
Highway Routing Problem

From : Department of Parks and Recreation
Division of Beaches and Parks

On Wednesday, August 26, Superintendent Newlin, State Park Forester Meyer, and I met with representatives of the "Save-the-West-Shore-of-Lake-Tahoe" Association, for the purpose of discussing the problems of highway routing in the vicinity of D. L. Bliss and Emerald Bay State Parks. Also in attendance were Supervisor Humphrey and Landscape Architect Warren from the Carmichael Regional Office, and Park Supervisor Carpenter from D. L. Bliss State Park.

Attending for the Association were approximately six people, including Mr. Kellett (owner of Meek's Bay Resort), Mr. Clark (an official of the organization), a man and wife with a home in the Cascade lake area, and a gentleman with a home in the area north of the park. Certain elements of the discussion were of particular interest:

1. The meeting centered around the question of an appropriate route for an improved highway through the D. L. Bliss-Emerald Bay State Parks area. At the outset, Mr. Clark, speaking for the Association, indicated that the Association had the impression that the Division of Beaches and Parks' attitude toward the problem was a flat "no bridge" stand, with nothing to offer in the way of an alternative solution.

We spoke to this point in considerable detail, pointing out that the bridge issue, while an important one in connection with the protection of park values at Emerald Bay, is not the only issue and, indeed, is considered by some to be not even the most important issue. We then explained that of major importance in our approach to the problem is the impact that the approach highways to a bridge across the mouth of Emerald Bay would have on the basic resources and on the facilities of the two state parks involved. We also pointed out that the Division of Beaches and Parks had not approached this problem lightly, but had studied the various routes, including the bridge route, with the utmost care, with the objective in mind of determining which highway route would do the least damage to park values while still providing a satisfactory highway facility.

2. Mr. Kellett spoke at length of the long struggle in connection with the bridge route for the highway, and indicated that to date no one had shown him an adequate alternative to the bridge route. Mr. Kellett also pointed out that since the early discussions of the problem, Highways had modified its standards from a two-lane highway to a four-lane highway, and indicated his belief that a four-lane highway would do massive scarring damage to the area immediately west of Emerald Bay.

We spoke to this by indicating that we recognized the impact that a single four-lane highway would have on the landscape immediately to the west of Emerald Bay. We indicated that we recognized the obvious need for a highway facility to pass

over the lands of D. L. Bliss and Emerald Bay State Parks, and that the Division of Highways and Parks was in no way intending to force a complete bypassing of the park lands involved. We further indicated that our studies had demonstrated the feasibility of a two-lane facility passing to the west of Emerald Bay, emphasizing that each of the two routes proposed in our studies would be two-lane. Each of these two-lane highways would carry traffic in both directions. The lower line would be approximately on the line of the present Highway 89; this would be a scenic route designed primarily for the use of those desiring to enjoy the scenic qualities of the Emerald Bay area. The second line, to be carried a short distance to the west of the existing line, would be on an entirely new route and would be designed primarily to handle through traffic with less interest in the scenic qualities of the area.

We further indicated the general routing which the two proposed lines would follow.

3. The representatives of the Association indicated that this proposal paralleled in large measure that which they were making for the areas to the north and to the south of the parks. It is the position of the Association that a four-lane freeway should not be built through this area. Rather, they are urging a second two-lane highway to the west of the existing highway line to serve expanding needs and to function as an all-year route, with the existing highway being retained as a second traffic artery, with certain improvements in standard and alignment.

The parallel between our thinking on the bypass for Emerald Bay-D. L. Bliss and the thinking of the Association for the solving of the highway problem in the areas which are of particular concern to them is immediately apparent. We have here a substantial common ground upon which a basis for mutual support can be developed.

The representatives of the Association indicated that they were in the process of seeking a meeting with Governor Brown to discuss this problem sometime early in September. We suggested to them that they precede their meeting with Governor Brown with a discussion with Director DeTurk and Chief Dolder relative to our mutual problems concerning highway alignments in this area. It is probable that Mr. DeTurk and Mr. Dolder will be contacted by representatives of this group in the near future.

It is my recommendation that our proposals for a highway line in the Emerald Bay-D. L. Bliss area be discussed in Chief's staff at the earliest opportunity, and that we seek Division and Department approval of such a line prior to any discussions with the representatives of the Association or with the Governor.

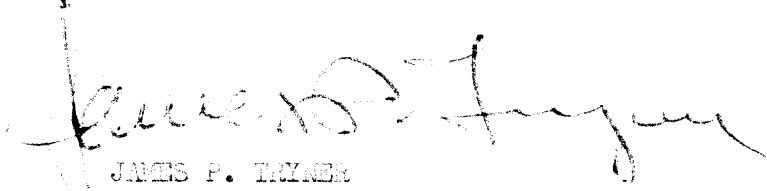
Prior to the meeting with the members of the Association we examined our proposed line in detail on the ground, and I am firmly convinced of its feasibility and its desirability. This is the line which has been worked out by Mr. Meyer.

In summary, I suggest the following course of action.

1. An early review by the Chief and the Director of our currently suggested line for a bypass of the Emerald Bay-D. L. Bliss areas by the state highway. Mr. Meyer should be called upon to present and explain this line.

2. Notification to the Division of Highways and to the Governor's office of our proposed line.
3. Notification of the officers of the "Save-the-West-Shore-of-Lake-Tahoe" Association of a willingness on the part of Chief Dolder and Director DeTurk to discuss our mutual problems in highway alignment with them.

Recent clippings in the Bay Area newspapers indicate that the Association has, in fact, applied to Governor Brown for an appointment to discuss these questions. It is my belief that it would be most unfortunate from our standpoint for Governor Brown to go into a meeting of this kind without our definite recommendations regarding a line for the Emerald Bay-D. L. Bliss area. My thinking in this regard is based upon the clear-cut parallel between our proposals for a bypass of D. L. Bliss-Emerald Bay and the proposals of the Association for meeting the highway problem in the areas of most concern to them; we have here an area for substantial agreement and mutual support.


JAMES P. TRYNER
Supervisor of Development

JPT:bc

cc: Mr. Knight
Mr. Dolder
Mr. Meyer ✓
Sacramento Region
District 3 (2)

DEPARTMENT OF PARKS AND RECREATION

DIVISION OF BEACHES AND PARKS

P. O. BOX 2390
SACRAMENTO 95811

July 17, 1964

Mr. R. K. Lattin, Secretary
Committee to Save the West Shore of Lake Tahoe
Post Office Box 3049
Stanford, California

Dear Mr. Lattin:

With reference to our proposed meeting to discuss the highway situation on the west side of Lake Tahoe, I have checked with our people and have found that there is considerable work to be done on our proposal for Emerald Bay to up-date it and to bring it into line with present conditions. Consequently, it appears that a meeting date late in August would be the most desirable, from our standpoint. Our suggestion would be Wednesday, the 26th of August, at Lake Tahoe, so that we can examine the proposed lines on the ground. We would further suggest meeting at park headquarters for D. L. Bliss State Park at 1:00 p.m. on that date.

I understand that there may be reasons known to you which would dictate an earlier meeting. If such is the case, please contact me and we will attempt to accelerate our efforts.

By way of comment upon the Division of Highways proposals and upon the meeting at Meeks Bay on June 27th, one or two thoughts have occurred to me which might be of interest to you. It would appear that, in proposing a four-lane freeway for the west side of Lake Tahoe, the Division of Highways is projecting their use estimates on the basis of normal growth rates for population, economic activity, travel, and other factors which may be typical of the entire state. This appears to me to be a fallacious concept. Lake Tahoe cannot be all things to all people. If this great scenic and recreational resource is to be retained with any measure of its current quality, it will not be possible to make it available to every person in the state or the nation who wants to go there for his recreational pursuits. It will be necessary to limit the use of Lake Tahoe to that number of people who can use it without destroying it. It appears to me that the Division of Highways has missed this point in attempting to provide the type of freeway access which is envisioned by their west-side freeway proposal. As is the case with many of our outstanding recreational resources such as the national and state parks it will, in the future, be necessary to ration the use of these areas so that the numbers of people using them can be held within reasonable limits.

Sincerely yours,

Original signed by
JAMES P. TRYNERJAMES P. TRYNER
Supervisor of Development

JPT:bc
cc: Mr. Hayer
Mr. Humphrey
District 3 (2)

EDWIN SPRAGUE PILLSBURY
DAVID C. DUNLAP
KENNETH C. NAGEL
DAVID M. ATCHESON
V. JUDSON KLEIN

LAW OFFICES OF
PILLSBURY & DUNLAP
155 MONTGOMERY STREET
SAN FRANCISCO 4
YUKON 1-7235

June 25, 1964

Mr. Alfred J. Stern, Chairman
California State Park Commission
1125 Tenth Street
Sacramento 14, California

Dear Mr. Stern:

To indicate that the Sierra Club continues to be alert on the question of the highway route at Emerald Bay and in Bliss and Emerald Bay State Parks, I am enclosing herewith two items which we currently have occasion to circulate, as follows:

1. Comments on Division of Highways "Visual Comparison of Emerald Bay Routes";
2. Statement of Sierra Club Emerald Bay Committee For Presentation June 27, 1964, at Highway 89 Meeting.

Sincerely,

David C. Dunlap, Chairman
SIERRA CLUB
Emerald Bay Committee

Enclosures

DCD:es

cc: Mr. Charles A. DeTurk
Randal F. Dickey, Jr., Esq.
Mr. Newton Drury
Mr. Richard Sill

COMMENTS ON DIVISION OF HIGHWAYS

"VISUAL COMPARISON OF EMERALD BAY ROUTES"

This pictorial brochure is a revision or second revision of the original Visual Comparison. The first was withdrawn. It was obviously slanted in favor of the Lower Route which would bridge Emerald Bay and bisect D. L. Bliss and Emerald Bay State Parks. The current revision still reflects the conscious or subconscious inclination of the highway engineer to favor the most direct route regardless of what happens to the countryside.

The following comments will demonstrate that the pictorial illustrations in the brochure do, in fact, emphasize the landscape scars on the Upper Route and de-emphasize those on the Lower Route.

1. There are four pictures which show the artist's concept of the cuts and scars which it is asserted would be required for the Upper Route. There are only two pictures with anything approaching a comparable illustration of the cuts and scars along the Lower Route. For example, the pictures on pages 12 and 13 present no real comparison. The aerial photograph looks practically into the face of a cut along the Upper Route but is from such an angle that practically none of the cuts are visible on the Lower Route.

2. We assume that the Division of Highways has at least made some effort to be fair to the extent that the pictures are intended to show the same number of lines for each route. It is only for the Upper Route, however, that any picture is included which is on a sufficiently enlarged scale to show clearly that four lanes are involved (see page 16).

3. There is certainly a serious question as to whether anything more than an adequate year-round two-lane highway is going to be needed at Emerald Bay for the foreseeable future. The four-lane highway would, of course, involve increased scarring on either route.

4. Even in somewhat comparable pictures (e.g., pages 4 and 5) we believe that the brochure emphasizes the cuts along the Upper Route. We understand that no precise alignment based upon terrain and contours has been determined for either route. Under these circumstances, the cuts depicted can be little more than the artist's guesswork. This guesswork has certainly gone all out in obliterating the natural hillside on the Upper Route. On the other hand, for the Lower Route the sketches cannot pos-

Comments on Division of Highways
"Visual Comparison of Emerald
Bay Routes"

sibly show the full extent of the cuts and fills which would be required along the steep banks to be traversed.

5. The aerial view from which the route photographs are taken fails to bring out the steepness of the banks along the shoreline where the Lower Route would run. North of Emerald Bay the 400 foot banks reach a 63 degree slope in some places. (This is actually steeper than any slopes encountered on the Upper Route.) The extent of the cuts, fills and benches which would be required to gouge a four, or even a two, lane highway along these banks just isn't apparent from the pictures.

6. The aerial view also emphasizes unduly the cuts which would be required for the hogback portion of the Upper Route. A substantial portion of the highway cut shown on page 8 along the hogback would only be visible from the air.

7. The highway engineers, as well as the highway artists, have maximized the problems of the Upper Route. The plan indicates that the Upper Route four-lane highway would be constructed as two separate two-lane roads for a portion of the distance around the Bay. This would include parallel tunnels and two roadway levels along the ~~steeper~~ slopes. If we must have four lanes, then certainly some constructive thinking on the part of the engineers can produce a simpler, less expensive and less damaging plan for the route around the Bay. For example, it may well be possible to dispense with more than one tunnel. It is understood that only one two-lane roadway is to be kept open in the wintertime in any event; and the existing roadway alignment around the rock slide area may, with slight modifications be suitable for regular use instead of a second tunnel during the seasons of the year when more than two lanes are needed. Also, if the snow sheds which are now shown on the lower level of the divided four lanes could be changed to the upper level, the protection which they would provide should reduce the protective cuts required above without any corresponding increase in the fill required below. An elevated causeway is proposed for a portion of the Lower Route. Possibly a partially elevated roadway would simplify some of the problems of side slope cuts on the Upper Route.

We do not suggest any of these items as proven solutions. We do say, however, that a sincere study on the part of

Comments on Division of Highways
"Visual Comparison of Emerald
Bay Routes"

the highway engineers in an effort to minimize instead of maximize the problems of the Upper Route Will certainly produce results.

8. The bridge itself is de-emphasized in the brochure. This four-lane highway bridge would extend for some 1200 feet across the water and 50 feet above it. It would be supported by four piers - two in the water and one at each end. Yet the brochure contains no picture which shows the whole of this massive structure at anything more than toothpick size. Similarly, there is no picture which shows the 50 foot four-lane causeway running some 1500 feet, the length of Emerald Point, north of Emerald Bay as anything more than a line of the artist's crayon.

A closer picture of the bridge and causeway structure, from a point where people would actually be seeing it, would be far more revealing.

9. The brochure does indicate the very valuable land along the Tahoe shoreline which would be required for the Lower Route. Except for people familiar with the area, however, it does not show how the Lower Route would chop D. L. Bliss State Park, north of Emerald Bay, and Emerald Bay State Park, south of Emerald Bay, into pieces.

David C. Dunlap
Chairman
SIERRA CLUB
Emerald Bay Committee

June 19, 1964

STATEMENT OF SIERRA CLUB

EMERALD BAY COMMITTEE

For Presentation June 27, 1964

at Highway 89 Meeting

Members of the Sierra Club have on previous occasions expressed their opposition to a four-lane highway along Route 89 at Lake Tahoe north of Bliss Park. We reaffirm our position that a four-lane highway should be avoided in the absence of any compelling necessity. It is not our purpose in presenting this statement, however, to go into any detail on this problem except to point out that the route or routes immediately north of Bliss Park should be worked out in cooperation with State Park authorities so that damage and disruption of park areas where the highway enters the Park can be minimized.

It is our purpose to make it clear that regardless of the ultimate decision concerning the route or routes north of Bliss Park, we will continue steadfast in our opposition to any route which would bisect D. L. Bliss and Emerald Bay State Parks and put a bridge across the mouth of Emerald Bay. Whether the final decision for the highway north of Bliss Park be for two lanes or for four lanes, and whatever the location, there is no necessity for bridging the Bay. Even if it became absolutely necessary to provide four lanes, they could be built around the Bay, and this regardless of whether they were to be connected up with two two-lane highways or with one four-lane speedway. Although it took a long time to persuade them, the highway engineers have now conceded that the route around the Bay, either for two lanes or for four lanes, presents no insurmountable engineering problems; and certainly reasonable ingenuity and sincere effort on the part of the highway engineers can produce a plan for this route which will be far less damaging than the shoreline route through the parks and across the mouth of the Bay.

Almost three years ago, in September, 1961, the Division of Highways held a public hearing at Lake Tahoe concerning the highway route at Emerald Bay. It was announced that a recommendation would be made in the near future. No recommendation was forthcoming, and, so far as we are aware, there has been no official action taken. Instead, the Division of Highways has shifted the focal point of its efforts to the portion of Route 89 north of Bliss Park. Does this mean that in

Statement of Sierra Club
Emerald Bay Committee
Page 2

view of the tremendous opposition to bridging the Bay and splitting up the State Parks which was evident at the 1961 hearing, in view of Governor Brown's expression of his own opposition to such a scheme, the freeway builders decided that it would be more politic to defer the decision they wanted to make on this issue? Does this mean that the freeway builders concluded that the best way to weaken the opposition at Emerald Bay would be to whittle around the edges with the highway to the north? If there has been any such plan to wear down the opposition, this statement is to announce emphatically that the plan has not succeeded!

The question of the highway route at Emerald Bay has now been pending for more than eight years. Some of the people who have participated actively in the controversy are no longer alive; but they have been replaced by many others. More and more we realize the importance of preserving our State Parks; and more and more we realize the importance of preserving at least some areas of natural splendor. There may be occasion when these considerations must give way to highway convenience, but Emerald Bay is not one of them.

If and when the question of the highway route at Emerald Bay comes up again, the opposition to any route which would bridge the Bay and chop the Parks to pieces will be stronger than ever.

David C. Dunlap
Chairman
SIERRA CLUB
Emerald Bay Committee

Karl F. Hanson, Deputy Chief
Park Management

OCT 29 1963

Agency Planner

C
O
P
Y

At a meeting with Mr. Paul Brace, the new Agency Planner, on October 24, 1963, it became known that Mr. Brace is a supporter of the low-level or bridge line for the State Highway through the Emerald Bay-D. L. Bliss area of Lake Tahoe.

I suggest that immediate steps be taken to present our views on this matter to Mr. Brace, since it would seem to be important that we present a united front in this issue.

Original signed by
James P. Tryner

JAMES P. TRYNER
Supervisor of Development

JPT:bc

cc: Mr. DeTurk
Mr. Bolder
Mr. Warren
Mr. Meyer

STATE OF CALIFORNIA
THE RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
DIVISION OF BEACHES AND PARKS
1125 TENTH STREET, SACRAMENTO 14

JUN 6 - 1963

Mr. Randal Dickey
Sierra Club
1050 Mills Tower
San Francisco 4, California

Dear Mr. Dickey:

I have been asked to provide you with a statement as to the current situation regarding the proposal to construct an all-year highway or freeway through Emerald Bay State Park.

We have not been informed of any important developments or any change in position or attitude during recent months. A delegation of Division of Highways officials appeared before the State Park Commission at its meeting in Santa Monica in June 1962, and displayed and described relief models of several cross sections of the proposed Emerald Bay highways. At the same time, they distributed copies of a large brochure of photographs entitled "Visual Comparison of Emerald Bay Routes."

Personnel of this Division felt that neither the relief models nor the brochure offered a fair presentation of the contrast between the upper and the lower routes, in their probable damage to park values. The photographic brochure contained particularly glaring inaccuracies, in the manner in which the photographs had been retouched to show the proposed routes, and to some extent in the way the pictures had been selected. Shortly after this, the Division of Highways withdrew the photographic brochure from distribution. Several months later (March 1963) it was reissued, with considerable revision evident in the retouching of the photographs, producing a fairer and less objectionable presentation. The Division of Highways did not date or retitle the revised version to make it readily distinguishable from the original.

We are sending you separately a copy of this (revised) brochure, and of a report on the routes (dated May 1962) which the Division of Highways distributed last summer. Enclosed is a copy of a resolution passed by the State Park Commission at its April 1963 meeting. There have been no new developments in the Emerald Bay situation, to the best of our knowledge, since those described above.

Sincerely,

ORIGINAL SIGNED BY
FREDERICK A. MEYER

STATE PARK FORESTER
FREDERICK A. MEYER
State Park Forester

FAM:dmg

Enc.

cc: Chief - Deputy Chief, Operations
Deputy Chief, Technical Services
Carmichael Region - District 3 (2)

Woodwell & Taylor

NEWS RELEASE--Lake Tahoe Basin
Division of Beaches and Parks
Department of Parks and Recreation
The Resources Agency of California
April 19, 1963

FOR IMMEDIATE RELEASE----The State Park Commission today commended the over-all report on a regional plan for the Lake Tahoe Basin but took exception to the private consultant's presumption in indicating the proposed route through Emerald Bay and D. L. Bliss State Parks.

The Commission noted that the Wilsey, Ham and Blair report includes the low-level highway route at Emerald Bay which will desecrate the two parks. "Thus by implication (the report) advocates extensive damage to two State Parks and creation of a huge scar which would be visible from well over half the Lake Tahoe shoreline and surface."

"The State Park Commission vigorously opposes the inclusion in the plan of the low-level highway route at Emerald Bay, and urges its careful reconsideration by all concerned parties. The Commission has long been on record as unalterably opposed to the construction of a low-level route which will destroy many existing facilities, insert a bridge into the Emerald Bay landscape and create a great construction scar on the Tahoe shoreline."

###

(copy of resolution attached)

RESOLUTION
STATE PARK COMMISSION

Adopted Monterey, April 19, 1963

WHEREAS, this Commission recognizes the rapid development of the Lake Tahoe Basin, and welcomes the efforts of planning authorities to develop a regional plan for this important area; and

WHEREAS, the Commission has reviewed with general satisfaction, as a step in this direction, the Preliminary Regional Plan for the Lake Tahoe Basin, prepared by the consulting firm of Wilsey, Ham, and Blair; and

WHEREAS, the Emerald Bay region is widely regarded as embracing the most spectacular scenery at Lake Tahoe, and as representing the culmination of the magnificence of the Tahoe Basin; and

WHEREAS, for the above reasons this Commission has long been on record as being unalterably opposed to the construction of a low-level highway route through Emerald Bay State Park, which would destroy many existing recreational facilities, insert a bridge into the *Emerald Bay* ~~Tahoe shoreline~~ *landscape, and create a great construction scar on the Tahoe shoreline;*

WHEREAS, the Preliminary Plan of Wilsey, Ham, and Blair includes the low-level highway route at Emerald Bay, and thus by implication advocates extensive damage to two State Parks and the creation of a huge scar which would be visible from well over half the Lake Tahoe shoreline and surface; now therefore

BE IT RESOLVED that the California State Park Commission, while recognizing and commending the over-all value of the Preliminary Regional Plan for the Lake Tahoe Basin prepared by Wilsey, Ham, and Blair, vigorously opposes the inclusion in that plan of the low-level highway route at Emerald Bay, and urges its careful ^{re-}consideration by all concerned parties.

7AM
April 15, 1963

Suggested Resolution Concerning
PRELIMINARY REGIONAL PLAN FOR THE LAKE TAHOE BASIN
by Wilsey, Ham, and Blair

WHEREAS, this Commission recognizes the rapid development of the Lake Tahoe Basin, and welcomes the efforts of planning authorities to develop a regional plan for this important area; and

WHEREAS, the Commission has reviewed with general satisfaction, as a step in this direction, the Preliminary Regional Plan for the Lake Tahoe Basin, prepared by the consulting firm of Wilsey, Ham, and Blair; and

WHEREAS, the Emerald Bay region is widely regarded as embracing the most spectacular scenery at Lake Tahoe, and as representing the culmination of the magnificence of the Tahoe Basin; and

WHEREAS, for the above reasons this Commission has long been on record as being unalterably opposed to the construction of a low-level highway route through Emerald Bay State Park, which would destroy many existing recreational facilities, insert a bridge into the Emerald Bay landscape, and create a great construction scar on the Tahoe shoreline; and

WHEREAS, the Preliminary Plan of Wilsey, Ham, and Blair includes the low-level highway route at Emerald Bay, and thus by implication advocates extensive damage to two State Parks and the creation of a huge scar which would be visible from well over half the Lake Tahoe shoreline and surface; now therefore

BE IT RESOLVED that the California State Park Commission, while recognizing and commending the over-all value of the Preliminary Regional Plan for the Lake Tahoe Basin prepared by Wilsey, Ham, and Blair, vigorously opposes the inclusion in that plan of the low-level highway route at Emerald Bay, and urges its careful reconsideration by all concerned parties.

STATE OF CALIFORNIA

SACRAMENTO 7

Interdepartmental Communication

To: Mr. Robert B. Bradford, Chairman
and Members of the
California Highway Commission

Date: May 17, 1962**File No.** III-ED-38-B,C
State Sign Route 89

From: Division of Highways

Subject:

Attached is a "Status Report of Route Studies" covering the portion of Route 38 (State Sign Route 89) in El Dorado County, Road III-ED-38-B,C, between Tallac Creek and 0.5 mile north of D. L. Bliss State Park. This report includes a resume of developments to date on the routing proposal in the vicinity of Emerald Bay including the results of the most recent studies.

The two basic alternates studied were presented at a public hearing held by the Division of Highways on September 29, 1961. Subsequently, we received from the Division of Beaches and Parks the tentative general park development plan for the area with a request that studies of three additional alternates be made by the Division of Highways. These studies have since been completed and have been discussed with the Division of Beaches and Parks.

J. C. WOMACK
State Highway Engineer

By

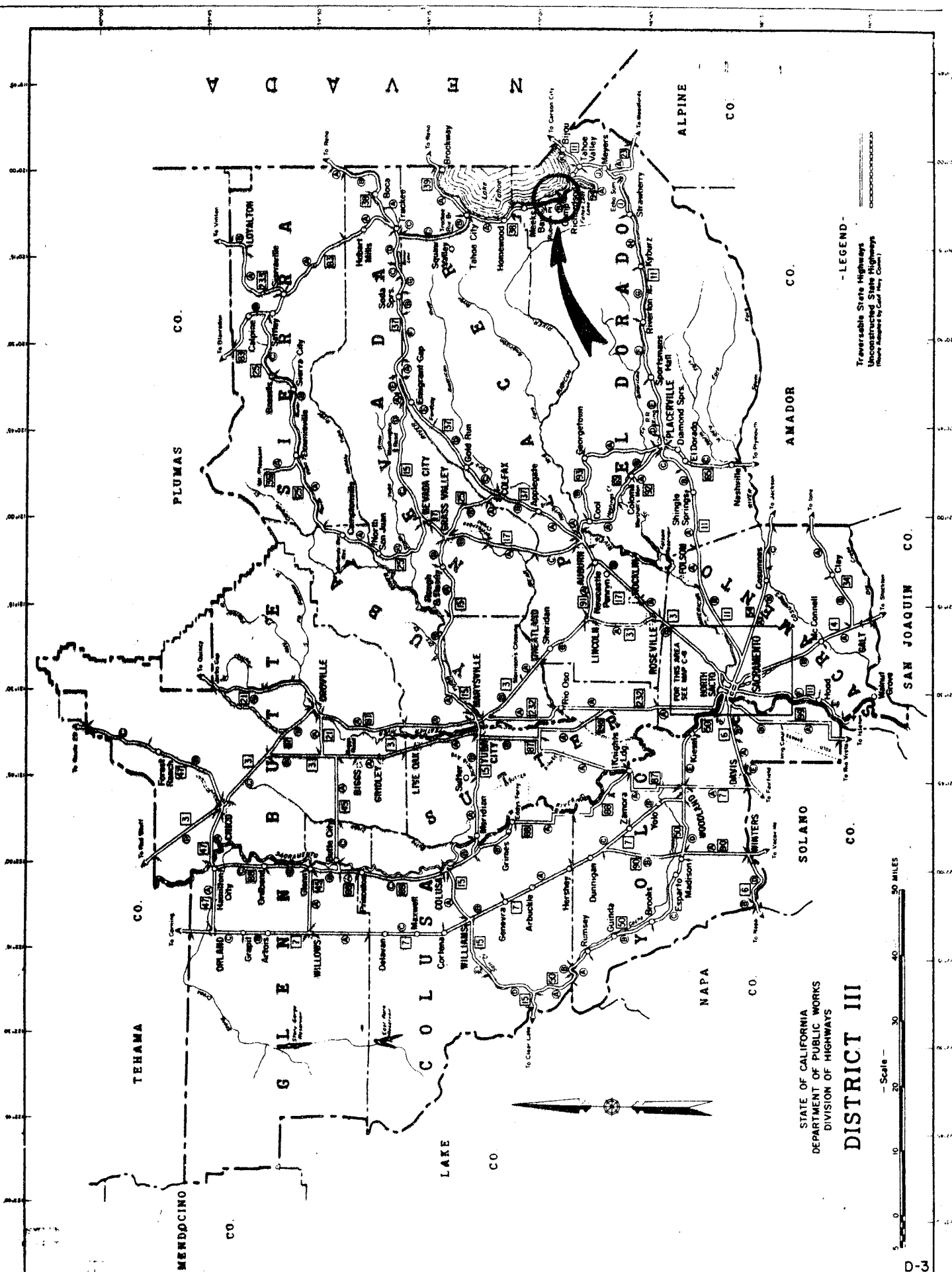
J. J. Agana
Deputy State Highway Engineer

Attachment

STATUS - REPORT
OF
ROUTE STUDIES
RELATIVE TO
THE ALL-WEATHER HIGHWAY
LOCATION
OF STATE ROUTE 38
IN EL DORADO COUNTY
BETWEEN
TALLAC CREEK
AND
0.5 MILE NORTH OF D. L. BLISS STATE PARK

ROAD-III-ED-38-B, C

MAY 1962



PROPOSAL

It is proposed to develop Route 38, in the Emerald Bay area, as an all-year, all-weather highway. The project limits are between Tallac Creek and 0.5 mile north of D. L. Bliss State Park. Initial development is planned on the basis of two lanes of an ultimate four-lane controlled access facility. The length of the project, dependent upon the alternate selected, varies from about 5.7 miles to about 7.8 miles.

GENERAL AREA

The Emerald Bay area, in general, has received wide recognition as an area of unusual natural beauty. It is a constant tourist attraction and is becoming more and more of a summer recreational area.

The area traversed by this project lies principally within the boundaries of two State Parks: Emerald Bay State Park and D. L. Bliss State Park. The extent of the encroachment on either of these park lands varies with the alternates under consideration.

PRINCIPAL CITIES OR COMMUNITIES

The unincorporated communities of Meeks Bay (population 65) and Tahoe City (population 200) are located north of the proposed project about 3 miles and 14 miles, respectively.

The unincorporated community of Camp Richardson is located about 2 miles south of this project; it has a population of approximately 75.

EXISTING HIGHWAY

A. General

The legislative description of Route 38 is "from Route 11 near Mays Junction to the Nevada State Line near Verde, Nevada, via Tallac, Emerald Bay, McKinneys, Tahoe City, the Truckee River, Truckee and the Truckee River Canyon." The proposed improvement is located at Emerald Bay near the southerly limit of the route and in the general area immediately southwest of Lake Tahoe.

This portion of Route 38 is signed as State Sign Route 89. It is included in the Federal Aid System of Highways under the designation of FAP 71.

The existing facility is a 2-lane road which was constructed between 1920 and 1925. Subsequent work has consisted of maintaining the traveled way.

B. Principal Deficiencies

The major deficiency of the existing highway is the forced closure for periods of approximately five and one-half months of each year due to such natural causes as snow and/or rock slides.

Other deficiencies include inadequate capacity, sub-standard roadbed width, substandard alignment and inadequate structural section.

TRAFFIC

Peak traffic volumes on this portion of Route 38 occur during the summer months when summer recreational usage is at a high. Such "peak" average daily traffic volumes for the year 1961 approximated 4,000 vehicles.

The average daily traffic volume for 1961 based on a possible 12 month usage of the highway is estimated at about 2500 vehicles.

It is anticipated that by the year 1985, the summer "peak" average daily traffic will approximate 16,000 vehicles.

ROUTE PLANNING

State Highway Route 38 is included as part of the California Freeway and Expressway System.

At the present time, studies are under way relative to the future freeway development of the adjacent segments of Route 38 to Route 11 on the south and to Tahoe City on the north.

MASTER PLANS

El Dorado County is currently preparing a Master Plan for street and highway development.

In this regard, it is pertinent that the Board of Supervisors during March 1956 and September 1961 by resolutions expressed "favor" for construction of an all-weather alternate which would bridge the mouth of Emerald Bay.

PROPOSED TYPICAL SECTION

It is proposed to develop Route 38 as an initial two-lane, 32-foot all-paved typical section within a basic minimum right of way width of 170 feet.

The basic right of way width will include provision for ultimate expansion to four lanes when warranted with sufficient additional area to accommodate the necessary snow storage during snow removal operations. This basic minimum width will be exceeded through a major portion of the project on either of the studied alternates because of the excavation and embankment slopes.

STUDIES OF ALTERNATE ROUTES

Studies leading to possible correction of the deficiencies on Route 38 were first initiated in 1948. In the interim, a number of possible solutions have been investigated; these have subsequently been resolved into relocation as a controlled access facility along one of two basic alternate locations: one following, in general, the existing highway alignment and the other following a new location across the mouth of Emerald Bay. The general locations of these alternates are indicated on the attached map, Exhibit "A".

Comparative engineering data for the alternates are shown on the attached Exhibits "B" and "C".

SPECIAL STUDIES

The unstable mountain slopes above Emerald Bay and north of Bay View Rest have resulted in two rock slides in recent years; a minor slide during the winter of 1952-53 and a major slide approaching avalanche proportions during the winter of 1955-56. The minor slide was removed without unusual difficulty. The major slide required the costly removal of some 200,000 cubic yards of material and was a very difficult and dangerous undertaking.

Because of the uncertainties attendant to developing a safe all-weather highway through the slide area, it was decided in 1957 to employ a consulting geologist to assist in interpreting the results of the field exploration of the slide and to make an

independent geological study of a high-level route in the general area of the present highway and a low-level route via a bridge across the mouth of Emerald Bay.

Dr. Arthur B. Cleaves, Professor of Geology at Washington University, St. Louis, Missouri, a consulting engineering geologist of world-wide reputation and experience was engaged for this purpose.

Dr. Cleaves' report concluded that a tunnel under the slide area on the high level route was feasible and that the low-level route with a bridge across Emerald Bay was also feasible.

DISCUSSION OF ALTERNATES

Alternate "A" - Length 5.7 Miles

This alternate begins at Tallac Creek departing from the existing alignment and heading in a northerly direction to pass through Emerald Bay State Park and to cross Emerald Bay at its mouth. It continues northerly into Bliss State Park, follows the steep cliffs on the west side of Lake Tahoe and passes through a saddle in the ridge about the center of the park to join the existing alignment approximately 0.5 mile north of the north boundary of the park.

Immediately north of the Emerald Bay crossing, two typical roadway sections were studied: 1) a typical roadway fill section and, 2) a viaduct section for a length of approximately 2,000 feet.

Development of the future 4 lanes on this alternate presents no serious construction problems except in the very steep sidehill section just north of Emerald Bay. In planning the initial 32-foot roadway within this sidehill section, bin-type retaining walls have been utilized at several locations in an attempt to minimize excavation and possible scarring of the landscape. In the future widening of this initial roadway to 4 lanes, it would be necessary to utilize a sidehill viaduct, as the initial 32-foot roadway section requires the maximum height of bin wall that is available.

Alternate "A" would not involve encroachment on lake front lots south of Emerald Bay State Park.

Alternate "B" - Length 7.8 Miles

This alternate begins at the same point in the vicinity of Tallac Creek and generally follows or parallels the existing alignment to the end of the project at 0.5 mile north of D. L. Bliss State Park.

Major realignment would be necessary at the beginning of the project from Tallac Creek to Bay View Rest, where a 1300-foot by 28-foot tunnel is proposed through the slide area followed by a 1500-foot snow shed from the north portal of the tunnel towards Eagle Falls Creek. Immediately north of Eagle Falls Creek, a 2600-foot snow shed is proposed through an area where avalanches have been experienced in the past.

From approximately the south entrance of the Bliss State Park to the end of the project, a distance of about 1.7 miles, new alignment is also proposed. This is necessary to reduce the grade to a maximum of 6 per cent.

The future four-laning of this alternate around Emerald Bay would require an additional tunnel through the slide area which would be somewhat longer than the 1300-foot tunnel proposed for the initial 2-lane construction. Under present planning, it is assumed that the initial two lanes would be used in the future for winter traffic, therefore, rock or snow sheds through the slide area are not considered necessary and are not included in the estimates for the future two lanes which would be used for southbound traffic during the summer months. The added roadway in this section north of the tunnel would have a separate grade line located above the snow and rock sheds and would have a maximum grade of 6 per cent.

Construction of this alternate would result in obliteration of the Bay View Rest and Eagle Creek Camp Grounds. In addition, the cabins on the U.S. Forest Service tract north of the existing highway overlooking Emerald Bay would be required by this alternate.

ACTION TAKEN SUBSEQUENT TO INITIATION OF STUDIES

A. Conferences

Numerous preliminary discussions or conferences have been held with the officials and technical staffs of the County of El Dorado and with local civic groups for the

dual purpose of presenting the studies undertaken, and obtaining information in return.

A chronological summary of meetings and other items of major significance during the development of studies for this project, from the beginning of studies in 1948 to the public hearing held September 29, 1961, is attached as Exhibit "D".

B. Local Authorities Notified of Provisions of Section 75.5 of the Streets and Highways Code

The Board of Supervisors of El Dorado County was informed of the provisions of Section 75.5 of the Streets and Highways Code by letter dated June 6, 1961.

No information was submitted prior to nor during the public hearing by the County pursuant to this section of the Code.

C. Other State Agencies Contacted in Conformance with Section 84 of Streets and Highways Code and S.C.R. 19 (1958)

The Department of Natural Resources, now the Department of Parks and Recreation, and the State Lands Division were advised of the studied alternates by letters dated June 7, 1961.

Under date of July 25, 1961, the then Department of Natural Resources, replied that there is no apparent conflict of the subject proposal with the interests of any Division in that Department, with the possible exceptions of the Divisions of Forestry and Beaches and Parks who may reply direct. The Division of Forestry's previous letter dated June 15, 1961, advised that the proposed freeway would in no way adversely affect that agency. To date, no reply has been received from the State Lands Division.

Representatives of the Division of Highways and the Division of Beaches and Parks have discussed the project at a number of meetings, conferences and joint field reviews working toward a mutual understanding of the problems involved.

On March 19, 1959, and again on January 25, 1961, joint meetings were held by the Highway Commission and the State Park Commission for the purpose of discussing the over-all problems. At the second meeting, the two Commissions resolved that one or more public hearings would be held with respect to a highway location in the vicinity of Emerald Bay before a final decision was reached.

D. Other Necessary Contacts with State and Federal Agencies

The Department of Fish and Game and the California Division of Aeronautics were advised of the proposed project by letters dated June 7, 1961.

The Department of Fish and Game under date of November 21, 1961, advised that Taylor Creek which is south of this project is an important spawning tributary to Lake Tahoe. There were no comments relative to the proposed project.

To date, there has been no reply from the California Division of Aeronautics.

The U.S. Bureau of Reclamation and U.S. Department of Agriculture were informed of the proposed project by letters of June 7, 1961. Under date of June 27, 1961, the Bureau of Reclamation advised that at the present time they do not have any proposed projects in the area that will be affected. On September 8, 1961, the Forest Service, U.S. Department of Agriculture, advised that a representative would attend the public hearing.

E. Assembly Concurrent Resolution 93

On June 7, 1961, the State Legislature adopted Assembly Concurrent Resolution 93 relative to State Sign Route 89 around Emerald Bay. This resolution requested early action on the route and appropriate hearings so that local sentiment would be fully brought out.

F. Public Hearing

On September 29, 1961, a well publicized public hearing was held by the Division of Highways in State-line, California. Approximately 200 persons attended this hearing, including Senator John C. Begovich and Assemblyman Paul J. Lunardi, State Legislators from the area; Mr. Robert B. Bradford, Director of Public Works and Chairman of the Highway Commission; Mr. Joseph C. Houghteling, Chairman of the State Park Commission; Mr. John Knight, Deputy Chief of the Division of Beaches and Parks; and several members of the El Dorado County Board of Supervisors.

A representative from the State Highway Engineer's staff presided at this hearing at which Alternates "A" and "B" shown on the attached Exhibit "A" were presented without an expression of preference.

Mr. Bradford, Director of Public Works, spoke of the objectives that the State of California must achieve in the Emerald Bay area in providing public service and protection of the area.

Supervisor Chism of the El Dorado County Board of Supervisors presented a resolution adopted unanimously by the Board of Supervisors urging the Highway Commission to adopt the low-level route (Alternate "A").

The Chairman of the State Park Commission, Mr. Joseph Houghteling, discussed the joint meetings of the two Commissions and stated that the State Park Commission has gone on record in favor of the upper route (Alternate "B").

Mr. John Knight, Deputy Chief of the Division of Beaches and Parks, gave a brief history of the development of D. L. Bliss and Emerald Bay State Parks and spoke in favor of the high-level routing.

Numerous persons made statements for or against each of the proposals. Most of those favoring development of the high-level route were conservationists whose primary concern was that construction of the low-level highway would not appear to be in the best

interest of park development and would greatly impair the beauty of this scenic area. Those favoring development of the low-level route were primarily year-round residents of the area, many of whom are of the belief that construction of the high-level route would be such as to leave extensive scars on the mountain side and would also provide less opportunity for the traveling public to view this scenic area.

Copies of the following three documents: the Transcript of Proceedings, Volume I, including a report of the hearing; and Volume II, including letters and statements for the record, were forwarded for the Commission's attention under date of December 18, 1961.

G. Developments Subsequent to the Public Hearing

1. On February 2, 1962, staff members of the Division of Beaches and Parks and the Division of Highways met to determine what further action, if any, was necessary by either agency to bring this route selection matter to a conclusion.

As a result of the meeting it was agreed that:

- a. The Division of Beaches and Parks would furnish the tentative general plan showing the desired ultimate development of State recreational facilities in the Emerald Bay area. This plan includes the possible acquisition of additional land for State Park purposes.
- b. The Division of Highways would prepare models of critical areas on both the "high" and "low" lines in order that the actual effect of these two alternates on the terrain could be more clearly appraised. The locations of these "critical areas", seven in number, were later determined cooperatively by the two Divisions.

The tentative general Park development plan has since been received and the models of the critical areas have been completed.

2. Staff members of the two Divisions met again on March 19, 1962, at which time the Division of Highways agreed to study several additional alternates which were suggested by the Division of Beaches and Parks.

Subsequently, three additional alternates, which are in effect a modification of Alternate "B", were investigated. In the following, these alternates are referred to as Plans "X", "Y" and "Z"; for reference purposes these plans are shown on the map attachment, Exhibit "F". A brief description of each follows:

Plan "X", is in general, identical to Alternate "B" previously studied, except for the segment which lies between Cascade Lake and Emerald Bay. Within these limits, Plan "X" follows an alignment on the south side of the ridge above Cascade Lake, crosses the ridge by tunnel and joins Alternate "B" north of Bay View Rest. The studies for Plan "X" include both initial 2-lane and ultimate 4-lane development and provide for two tunnels through the ridge. (The Plan "X" modification of Alternate "B" is indicated on Exhibit "F" in red)

Plan "Y" is, in general, also identical to Alternate "B" except for the segment which lies between Cascade Lake and Emerald Bay. Within these limits Plan "Y" is, in effect, a combination of Plan "X" and Alternate "B", providing a 2-lane all-year highway along the "X" line alignment and a 2-lane summer road generally along the "B" line alignment. On this plan, however, through the existing slide area, the 2-lane summer road would follow the general alignment of existing highway rather than an alignment involving tunnel construction. (The Plan "Y" modification of Alternate "B" is indicated on Exhibit "F" in green).

Plan "Z" is identical to Plan "Y" except for a minor change in the alignment of the 2-lane summer road at the junction with the "X" line near Cascade Creek. (The Plan "Z" variation of Plan "Y" is indicated on Exhibit "F", in brown).

The three additional alternates, Plans "X", "Y" and "Z", were discussed with the Division of Beaches and Parks on May 17, 1962.

Engineering and economic data for these three additional plans are included on Exhibit "E".

ATTACHMENTS

Exhibit "A" - Map showing locations of basic alternates.

Exhibits "B" and "C" - Comparative Engineering and Economic Data for basic alternates.

Exhibit "D" - Brief summary of meetings and other items of major significance during development of project from the beginning of studies to the public hearing held September 29, 1961.

Exhibit "E" - Comparative Engineering and Economic Data for additional alternates, Plans "X", "Y" and "Z".

Exhibit "F"- Map showing relative locations of Plans "X", "Y" and "Z", suggested by Division of Beaches and Parks.

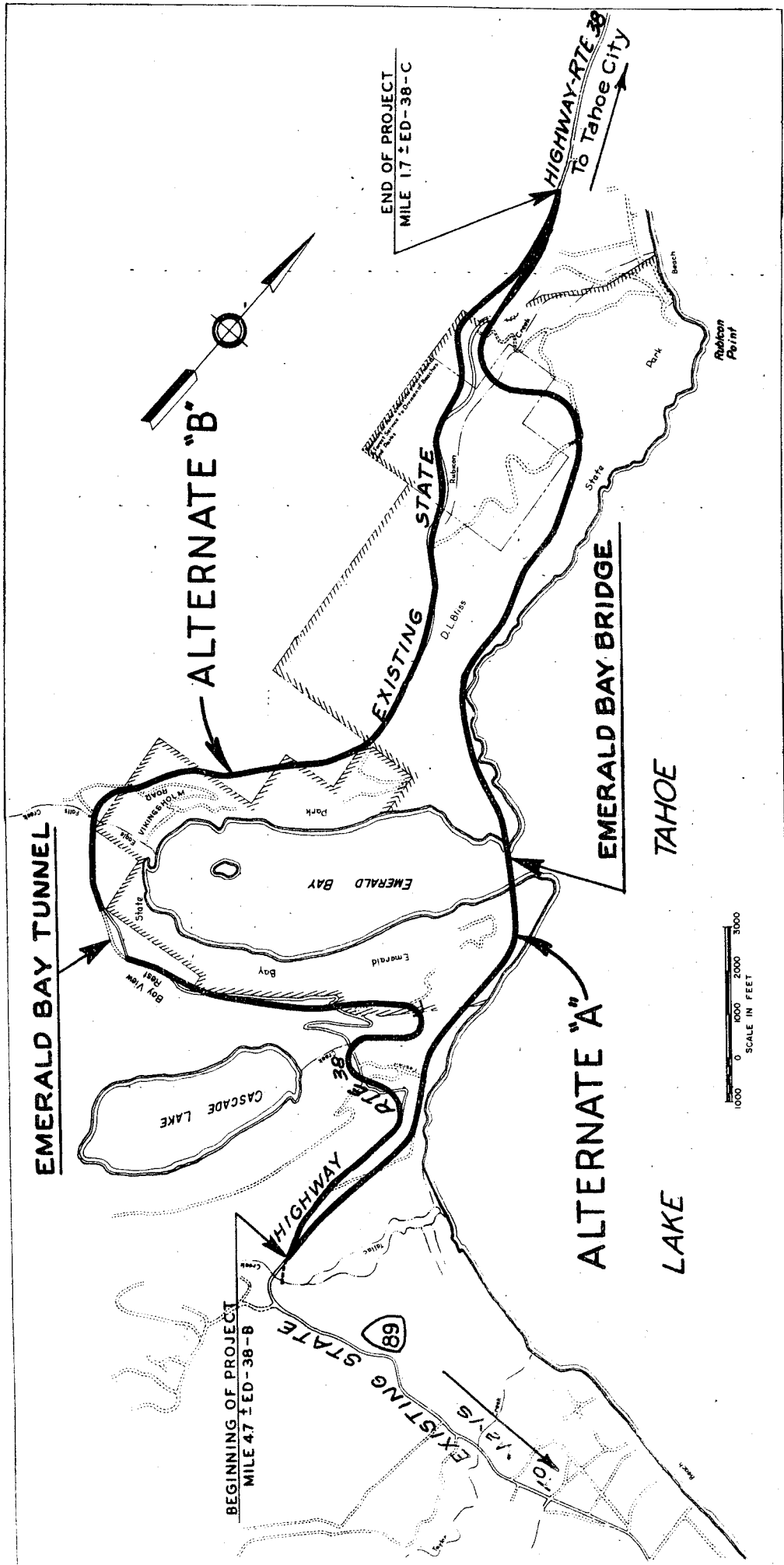


EXHIBIT A

III-ED-38-B, C
COMPARATIVE ENGINEERING AND ECONOMIC DATA (Basic Alternates)

<u>Alternate</u>	<u>Low Level Alternate</u>		<u>High Level Alternate</u>	
	A-1 Emerald Bay Bridge	A-2 Emerald Bay Bridge and Viaduct	B	
Length - Miles	5.7	5.7	7.8	
Number of Lanes	2	2	2	4
Estimated Costs				
Construction	\$5,100,000	\$6,365,000	\$8,045,000	\$16,845,000
R/W	1,450,000	1,400,000	1,300,000	1,300,000
Total	\$6,550,000	\$7,765,000	\$9,345,000	\$18,145,000
20-Year User Saving	\$19,130,000	\$19,130,000	\$7,930,000	
Benefit Ratio	2.92	2.46	0.85	0.44
Length of Tunnel			1300 ft.	3150 ft.
Length of Rock Shed			4100 ft.	4100 ft.
Right of Way Required				
Private Land	45.1 Acres	45.1 Acres	71.8 Acres	
U.S. Forest Service	8.0 Acres	8.0 Acres	31.3 Acres	
Beaches & Parks	85.9 Acres	83.4 Acres	59.9 Acres	
Total	139.0 Acres	136.5 Acres	163.0 Acres	
Summer Average Daily Traffic				
1965	4,800	4,800	5,300	
1985	14,500	14,500	16,100	

EXHIBIT "B"

COMPARATIVE ENGINEERING AND ECONOMIC DATA

(Basic Alternates)

<u>Alternate</u>	<u>Low Level Route</u> <u>A-1 and A-2</u>	<u>High Level Route</u> <u>B</u>
Number of Curves Required	16	34
Total Degree of Curvature	635°	1,308°
Minimum Radius of Curve	900'	500'

Grades

3% and Under	17,700 L.F.	12,300 L.F.
3% to 5%	7,990 L.F.	2,250 L.F.
5% to 6%	4,600 L.F.	2,300 L.F.
6%	0 L.F.	20,044 L.F.
Over 6%	0 L.F.	4,000 L.F.

EXHIBIT "C"
III-ED-38-B,C

CHRONOLOGICAL SUMMARY

EXHIBIT "D"

III-ED-38-B,C

- June 24, 1948 - Highway Commission authorized Division to survey and prepare plans for correcting deficiencies of existing road. Due to slide conditions on existing route, consideration was given to possible future bridging of Emerald Bay.
- 1948-1955 - Studies continued -- authorization granted for interim improvements in Emerald Bay area.
- Sept. 12, 1955 - Letter from State Senator Swift Berry urging the furthering of plans for an all-weather route.
- Dec. 1955 - Sign Route 89 closed by landslides at a location just north of Bay View Rest. Slide required removal of some 200,000 cubic yards of rock and earth. It was not possible to open the route until November 3, 1956.
- March, 1956 - Resolution received from the El Dorado County Board of Supervisors urging construction of a bridge and necessary approaches across Emerald Bay.
- June 22, 1956 - Resolution by the State Park Commission to the effect that Commissioners feel a bridge across Emerald Bay would be destructive of scenic view and landscape beauty in the Emerald Bay and D. L. Bliss Parks.
- Oct. 18, 1956 - Delegation from El Dorado County appeared before Highway Commission calling attention to the great need for an all-weather highway through the Emerald Bay area.
- Oct. 22, 1956 - Letter from Senator Berry urging the Highway Commission to expedite action on the Route 38 (Emerald Bay) matter.
- 1956 - Studies instituted by Division for all-weather highway. Correspondence and contacts with members of the staff of the Division of Beaches and Parks.
- Feb. 11, 1957 - Meeting with Sierra Club members at which club spokesmen expressed concern re bridge across Emerald Bay.
- July 29, 1957 - Special consultant, Dr. Arthur Cleaves, an internationally-known geologist, was engaged to assist in studies of foundation and slide conditions on Sign Route 89.

-2-

- October 18, 1957 - Report by Division to Highway Commission re Consultant's report on slide and foundation studies. State Highway Engineer recommended additional study of upper route.
- March 19, 1959 - Joint meeting of California Highway and Park Commissions held to discuss problems involved in constructing an all-year highway in Emerald Bay area. Decision made to meet again when more information has been developed by the technical staffs of Beaches and Parks and Highways.
- April 13, 1959 - Field review made by members of Beaches and Parks, Division of Highways and slide and tunnel experts.
- April - 1959 - Report by Division of Beaches and Parks to Park Commission. Report stresses high level route.
- 1959 - Additional surveys, specialized studies and aerial mapping undertaken.
- May, 1960 - Joint staff review by Beaches and Parks and Division of Highways.
- August, 1960 - Two joint field reviews by staffs of Highways and Beaches and Parks.
- Jan. 25, 1961 - Joint meeting held by Highway and Park Commissions. Report presented explaining studies by Division of Highways.
- June 7, 1961 - Assembly Concurrent Resolution 93 relative to State Sign Route 89 around Emerald Bay adopted by the Legislature. Resolution requested early action on route and appropriate hearings so that local sentiment would be fully brought out.
- Sept. 29, 1961 - Public hearing held by the Division of Highways to explain the extensive engineering studies and to solicit the opinions of local residents and other interested persons.

SUMMARY OF ENGINEERING AND ECONOMIC DATA FOR PLANS
SUGGESTED BY DIVISION OF BEACHES AND PARKS

<u>Alternate</u>	<u>Plan "X"</u>	<u>Plan "Y"</u>	<u>Plan "Z"</u>
Length - Miles	7.4	7.4	7.4
Number of Lanes	2	2-Lane All-year Road and 2-Lane Summer Road	2-Lane All-year Road and 2-Lane Summer Road
Length of Tunnel	3,380 ft. 6,870 ft.	3,920 ft.	3,920 ft.
Length of Rock Shed	4,100 ft. 4,100 ft.	3,640 ft.	3,640 ft.
<u>Right of Way Required</u>			
Private Land	80.77 Acres	91.45 Acres	94.40 Acres
U.S. Forest Service	33.31 Acres	40.86 Acres	40.86 Acres
Beaches and Parks	<u>32.59 Acres</u>	<u>42.66 Acres</u>	<u>37.65 Acres</u>
Total	146.67 Acres	174.97 Acres	172.91 Acres
<u>Estimated Costs</u>			
* Construction	\$13,052,000	\$18,189,000	\$18,013,000
Right of Way	<u>\$ 1,223,000</u>	<u>1,396,000</u>	<u>1,357,000</u>
Total	\$14,275,000	\$19,585,000**	\$19,370,000**
20-Year User Sav.	\$ 9,979,000	\$ 8,923,000	\$ 9,077,000
Benefit Ratio	0.70 0.39	0.46	0.47

*Tunnel cost estimates based on unit cost of \$2,000 per lineal foot
 ** Including \$15,000,000 for 2-lane, All-Year road.

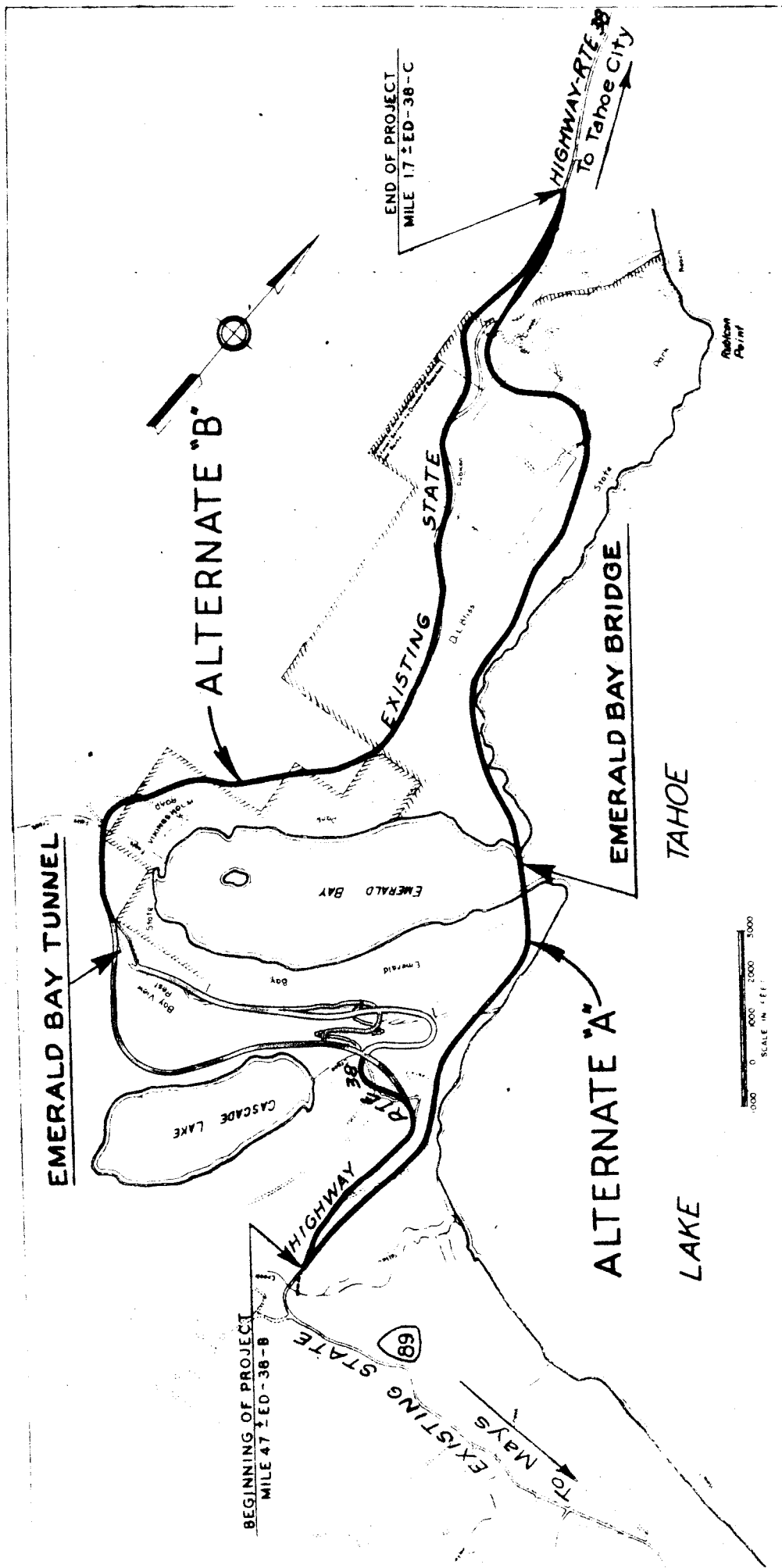


EXHIBIT F

Major Modification of Alternate "B" - Suggested By Division of Beaches and Parks

- Plan "X"
- Plan "Y" *
- Plan "Z" *

* Separated Roadways

Gravel Count

June-September

November

March

April

3,500 (Division of Highways Estimate)

100

200

400

Past B. L. Bliss Ranger Station
(Division of Beaches and Parks)

Rangers locate there and days when
as few as 4 or 5 cars use the
route in the winter.

COMPARISONS--PROPOSED IMPROVEMENTS, STATE HIGHWAY 89

LOW-LEVEL

HIGH-LEVEL
Scenic Route

Feasible Route

Yes (with bridge)

Yes (with tunnel)

Miles

5.72 miles

7.75 miles

Construction

Earth and gravel fill along Lake Tahoe from north point Emerald Bay to 1.1 miles north before alignment heads west through center of park.

No fill.

No appreciable change from present alignment.

Earth and gravel fill along Lake Tahoe from south point Emerald Bay to State Park line (1800 ft.)

Cut completely virgin timber forest north point Emerald Bay.

Tunnel-bore (1300 ft.) hidden from view.

Cut 1 1/2+ ft. right of way.

Minor cuts inland west of D. L. Bliss State Park on new alignment.

Bridge 40 ft. wide, 1410 ft. long, 50 ft. above water, connecting with fill, 50 ft. high, 120 ft. wide (minimum) for 1500 ft. north from point.

Cost

\$4,615,000
(Based on two lanes only)

\$3,770,000

(T. Fred Bagshaw, Assistant Director, Dept. of Public Works, stated on February 6, 1959, that the Division of Highways will make improvement of \$1,000,000 in the present high level route even if the low-level project is also realized. Thus the true cost of a tunnel and approaches would be only \$3,770,000.

All year

Consulting geologists state this route may be subject to slides in winter.

Consulting geologists state a tunnel north of Eagle Falls as well as the already declared feasible tunnel will enable this route to remain open all year.

NEWS RELEASE--Emerald Bay - D.L. Bliss State Parks
State of California
Division of Beaches and Parks
January 27, 1962

FOR SATURDAY, JANUARY 27, 1962 --

FOR IMMEDIATE RELEASE---The California State Park Commission today announced receipt of a letter from Thomas L. Pitts, Secretary-Treasurer of the 1,400,000 members of the California Labor Federation, AFL-CIO "strongly urging the selection of the upper route around Emerald Bay." The Federation's action was made known to Joseph C. Houghteling, Chairman of the State Park Commission.

The text of the letter is as follows:

"The highway problem at Emerald Bay is a problem in which every California citizen has a vital interest. Consequently, we believe that the views of our organization should be made known. The entire state, including our 1.4 million members and their families, is directly interested in D. L. Bliss and Emerald Bay State Parks. Apart from this, the natural beauty of the Emerald Bay area at Lake Tahoe has an importance to the whole nation.

"We understand that there is a recognized need for an all-year highway at Emerald Bay on the west side of Lake Tahoe and that your Commissions must make a decision to establish an appropriate route. The choice is between a completely new highway which would go right through the two state Parks and bridge the mouth of Emerald Bay, and a realignment of the existing highway around Emerald Bay with improvements to make it suitable for all-year use. We understand that the State Highway Engineers have found that, from the engineering standpoint, either of these routes is feasible and can be constructed and maintained to provide an adequate all-year highway. We strongly urge the selection of the upper route around Emerald Bay for the following reasons:

"1. The damage which the lower route would cause to the natural beauty of Emerald Bay and the adjoining Tahoe shoreline would be devastating and irreparable. We refer to the bridge across the mouth of the Bay, the fill or

causeway along Emerald Point north of the Bay, and to the highway cuts which would be required along the steep banks of the Tahoe shoreline, both north and south of the Bay. The ultimate addition of two more lanes via a second bridge would greatly aggravate the problem. This is the most beautiful area of Lake Tahoe and one of the few places where the beauty remains unspoiled. It is important for everyone of us to see that it is kept that way.

"2. It is equally important for every one of us that Bliss Park and Emerald Bay Park, two of the most popular parks in our whole State Park system, be preserved. The low-level route would chop them in two, ruin a good portion of their natural areas, and wipe out camp sites, both present and projected. These parks were in part acquired through private donation, both of funds and property. Any unnecessary use for highway purposes would, in a sense, be a violation of the trust under which these contributions were accepted. Much has been said about the importance of enlarging our State Park system to be sure that natural recreational areas will be preserved for future generations, and we all recognize that this is important. It is even more important to keep what we already have.

"These park values and natural scenic and recreational values should not be sacrificed if there is any reasonable alternative. The upper route, we understand, is a perfectly adequate and feasible alternative. It would be somewhat longer and possibly somewhat more expensive, but these should not be the controlling factors at Emerald Bay. The large majority of the highway users at Emerald Bay do not go there for the purpose of saving a few minutes of travel time; and in terms of real cost to the State in the natural scenic values, recreational values and park property values which would be sacrificed, the lower route would be by far the more expensive.

Very truly yours,

Thos. L. Pitts
Secretary-Treasurer"

STATE OF CALIFORNIA
THE RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
DIVISION OF BEACHES AND PARKS
1125 TENTH STREET, SACRAMENTO 14

January 30, 1962

Mr. Alan Hart, District Engineer
Division of Highways
703 B Street
Marysville, California

Dear Alan:

It was a disappointment to me that I was unable to make the trip to Marysville yesterday and to discuss with you another aspect of our mutual problem at Emerald Bay State Park. I asked Mr. Frederick Meyer to keep the appointment in my place.

It is our belief that the proposed highway route discussed with you by Mr. Meyer, and indicated in a general way on the copies of the U.S.G.S. Quadrangles which he left with you, has several advantages over the high-level route (Route B) previously studied by your organization. First and most obviously, it is some 3500 feet shorter than Route B. This would be of particular importance from the standpoint of winter maintenance, especially since an important proportion of it would be protected either by the tunnel or by snowsheds.

We were not aware until Mr. Meyer's visit that you were contemplating a four-lane facility if the high-level route were constructed. As I recall, your last published report states in effect that it would be practicable to construct a four-lane highway along Route A when this became necessary; but that such would be impracticable for Route B. When it is available, we would appreciate receiving copies of the retouched photo which you showed to Mr. Meyer, portraying the appearance of Emerald Bay with Route B constructed to four-lane standards.

Assuming that it were granted that four traffic lanes were required regardless of alignment, for the highway route around Emerald Bay, it might be necessary to construct only two lanes on the tunnel alignment discussed with you yesterday, since the present roadway (undoubtedly somewhat improved, would still remain and would be used by large numbers of visitors during the summer season of heavy traffic. I hope that you will make a preliminary analysis of the cost and practicability of this suggested route as a two-lane facility, on the basis of the above consideration.

Mr. Alan Hart, District Engineer

January 31, 1962
Page 2

I am looking forward to seeing you at our meeting on Friday.

Sincerely,

ORIGINAL SIGNED BY

JAMES E. WARREN

JAMES E. WARREN, Deputy Chief
Technical Services

Jan:JMS:cmg

cc: Director
Chief
State Park Landscape Architect
State Park Forester
District 3 (2)

C

O

P

Y

STATE HIGHWAY HEARING - EMERALD BAY ROUTE STUDIES
LAKE TAHOE - SEPTEMBER 29, 1961

STATEMENT BY FRANK B. DURKEE
1901 - 11th Avenue - Sacramento, California

Mr. Hart and Members of the Staff of District III,
Division of Highways:

Inasmuch as I am not in a position to attend your hearing today, Mr. Thomas MacBride has kindly consented to make this statement on my behalf. I represent no organization or group. I speak only as an individual, who has had some connection with the Highway Program of our State, and who has only its best interests and that of the Highway Organization at heart.

The problem at Emerald Bay is admittedly a difficult one. It can be solved, but its solution, in my view, should not be and must not be reached by application of the usual or generally accepted yard sticks which the Division of Highways ordinarily applies to its Highway location studies, to the exclusion of all other factors. This is no ordinary location and no ordinary problem. Involved here is one of the grandest, accessible scenic views in all America, together with two state parks so badly needed now and for the future.

The demand for an all year highway along the California side of Lake Tahoe is understandable, and if not fully justified now, will be in the near future.

The problem then is to provide such a highway and yet save from desecration the parks and the view.

I know the men in the Division of Highways and I know their capabilities. An organization that has built great bridges across the Bay of San Francisco, is now engaged in constructing a major tunnel in Del Norte County, and a tube beneath the Oakland Estuary is fully capable of planning and building an all weather highway approximately on the present high level location of Statutory Route 38 at Emerald Bay.

The unfortunate slide of the winter of 1955 was not caused by nor did it destroy the existing highway, which remained intact. We employed the most experienced geologist in the United States to study the possibility of a tunnel back of the slide. His report said it could be done. Other experienced consultants have developed plans for snow sheds for the avalanche areas north of Eagle Falls. Such snow sheds have been successfully built at locations in our own country and in Europe.

The Division's report of November 1960, concludes that an all weather route can be maintained at the high level location.

This route is some two miles longer than your projected low level study and its cost may be somewhat greater. But this Highway, I submit, is no ordinary freeway and should not be treated as such. Any State Highway may have commercial aspects, but the Emerald Bay Route is fundamentally, and in essence, a recreational highway and, more importantly, it is one of the most scenic highways in California.

Man has all but destroyed the natural shoreline of most of Lake Tahoe. Emerald Bay remains substantially intact as the Creator made it -- the greatest gem of all we love at Lake Tahoe. I cannot put in words, nor estimate in dollars, the value to California and the nation of this great, intangible asset. But I am confident I speak for thousands of Californians, when I say its value greatly exceeds the relatively small, all things considered, additional cost of a highline highway at Emerald Bay.

A review of the record would show numerous instances throughout California where the engineers have recommended and the Commission has adopted locations for highways, which were neither the shortest or the cheapest but where, all factors weighed, the public interest required such action.

You, yourself, Mr. Hart were responsible for the studies which resulted in the adoption of a line for a freeway by-pass of the priceless Redwood Groves along the State Highway in Humboldt County. A problem that had been under study for many years. For that accomplishment you and the Division have received deserved commendation.

All over America Highway Builders are under attack for destruction of the fast disappearing natural landscape of our country. Much of this is undeserved. But as a sincere friend of the Division of Highways and its personnel, I should not wish to see the difficulties you face compounded by the unnecessary destruction of the bold landscape at the entrance to Emerald Bay which is inevitable if a bridge and approaches are constructed at this location. Once destroyed it can never be restored. If this comes about, you will face condemnation throughout the State.

I say this because I have been on the ground and I know what construction of a low line route will do to the parks, particularly the rocky slopes in Bliss Park on the North side. Such an unfortunate result would be contrary to the wishes of the donors of this valuable property as expressed in their Deed of Gift, and it would, I feel, be discouraging to other public minded citizens who may contemplate like gifts in the future.

The Supreme Court of California on at least two occasions has determined that the building of a State Highway is a matter of "State-wide interest and concern". This is doubly true where, as here, two magnificent state parks of unspoiled beauty, which belong to all the people of our State, will, unquestionably, be damaged irreparably if a low line highway takes their lands and destroys for all time the natural aspect of their lake front.

So I say to my friends in El Dorado County and elsewhere, let us get behind an All Year Highway for the West side of Lake Tahoe, - let us agree to recommend to the California Highway Commission the adoption of the high level route at Emerald Bay.

Respectfully,

FRANK B. DURKEE
Former State Director of
Public Works

LOWIN BRADGUE PILLSBURY
DAVID C. DUNLAP
KENNETH C. NAGEL
DAVID H. ATCHESON

LAW OFFICES OF
PILLSBURY & DUNLAP
155 MONTGOMERY STREET
SAN FRANCISCO 4
EX-3007 2-4307

January 20, 1961

Mr. DeWitt Nelson, Director
California Department of Natural Resources
Sacramento 14, California

Dear Mr. Nelson:

I have sent you a copy of the Sierra Club comments concerning the Emerald Bay Highway in the form submitted to the members of the Highway and Park Commissions. There are a few points which I have refrained from emphasizing, but which may be helpful in discussions between the staffs of the two Commissions.

1. This may be a little difficult to pin down but both Trask and Hackley feel very strongly that the Engineer's Report (even though it is a step in the right direction) seems to maximize the problems, safety measures and costs on the upper route, while minimizing these same things on the lower route. Most of the following comments are illustrations of this.

2. The aerial photographs in the Engineer's Report which show the lower route present a rather distorted picture (particularly as compared with close-up pictures of some portions of the upper route). The photographs of the lower route do not give a true concept of slopes and heights. I assume this is because of the position above from which they are taken and the net result is certainly that the cuts and fills which would be required north of Emerald Bay are not really depicted at all.

3. The problems of the lower route in the steep area north of Emerald Bay certainly are minimized. The following questions may certainly be asked.

With the $63\frac{1}{2}^\circ$ slopes above the highway without benching, will the highway really be safe from avalanche and rock fall?

How will it be possible to provide fills below the highway on the $63\frac{1}{2}^\circ$ slopes at the usual sideslope angle of $33\frac{1}{2}^\circ$ without extending clear out into the lake?

Mr. DeWitt Nelson
January 20, 1961
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Have the Engineers really studied the possibilities of constructing a four lane highway in this sector?

4. We understand that the Highway Division's estimate of property acquisition costs are based upon a study made some time ago and it is conceded that they need to be brought up to date. Even on this basis however, it is hard to understand the figures; \$516,000 seems exceedingly excessive for private property to be acquired on the upper route. The cost of private property to be acquired on the lower route seems to be bound to be more than their estimate, but just how much more will depend upon just how close to the Tahoe shoreline the highway will go in the sector south of Cascade Creek. With the steep banks fairly close to the lake in this area it would appear that the lower route would either have to take the shore lots or else do a great deal of cutting into the banks. It would be worthwhile to find out just how much study has been made of this problem.

If I can be of any further assistance to you, please advise.

Sincerely,

DCD:rb
cc: Mr. James Warren

STATE OF CALIFORNIA
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF BEACHES AND PARKS

1125 TENTH STREET, SACRAMENTO 14

November 29, 1960

Mr. John H. Knight
Deputy Chief, Technical Services

Mr. Frederick A. Keyer
State Park Forester

Emerald Bay State Park
Route Studies by Division of Highways

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I have just reviewed with great interest the report prepared by the Division of Highways dated November 1960 and entitled "Emerald Bay Route Studies." I offer the following comments and observations on this report and related aspects of the highway situation at Emerald Bay.

It is gratifying to note that the Division of Highways has concluded that it would be possible to construct and maintain an all-year highway on the high-level route around Emerald Bay, as well as on the low-level route employing a bridge. Of the high-level routes discussed in their report, I would consider the first, or Route A-1, to be the only one acceptable from our standpoint. This is not only because Routes A-2 and A-3 would probably not be subject to all-year maintenance, as conceded by Highways, thus leaving a situation where a low-level highway would still be demanded by local interests in order to ensure passability in winter; but also because both Route A-2, with its long bin-wall construction, and Route A-3, with its high cut-slopes, would seriously deface the Emerald Bay landscape which we are trying hard to preserve.

It appears to me that Highways has conspicuously omitted the consideration of other possible high-level routes. The two most notable of these, which in this memo I shall call Route "G", would each be approximately half a mile shorter than the high-level routes discussed by Highways, and therefore only 1 1/2 miles (as against 2 miles for Route A) longer than the low-level route. Each would involve a tunnel considerably longer than that proposed for Route A, with its southern portal a short distance above the northwest shore of Cascade Lake, and requiring no switchback on the southern approach. The north end of the tunnel could be either at the same point as the north portal proposed for Route A, in which case the tunnel would be about 5,000 feet long and on a 1% grade; or, the north portal could be closer to Eagle

Mr. John S. Knight
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Creek, with the tunnel some 5,400 feet long and on a gradient not exceeding 2½%, eliminating the section of snowed immediately north of the tunnel as proposed for Route 2 by Highways. Spoil from tunnel excavation could almost surely be used in constructing the south approach, in a manner acceptable from our standpoint, together with several parking areas and overlook points. In either of these routes, the construction north of Eagle Creek should be either of the snowed type as proposed by Highways for Route 2-1, or else with another tunnel. The Division of Highways in California seems quite reluctant to construct tunnels, presumably because of the relatively high construction cost. At Emerald Bay, however, a longer tunnel would permanently eliminate a considerable amount of costly and hazardous winter maintenance, and a great deal of curvature, as well as shortening the route by a significant amount, all of which are of importance to the Division of Highways. (Tunneling through the sharp ridge east of Cascade Lake would save an additional half mile of distance, and a major scar.)

It would also be possible to locate a route around the head of Cascade Lake as well as of Emerald Bay, by employing two major tunnels, with a resulting route shorter by an additional one-quarter mile. This route would have other serious disadvantages from the park standpoint, however, and I do not advocate its consideration at this time.

Many of the arguments offered by the proponents of the low-level route are directed against assumed opposition to the specific feature of a bridge across the mouth of Emerald Bay. In my opinion the bridge itself, while undesirable, would be less objectionable than several other aspects of the low-level route. These other features were: (1) the elimination of critically-needed camping facilities in both U. S. Lakes and Emerald Bay state parks, through the invasion of present campgrounds by the highways as proposed; (2) elimination or desecration of an especially interesting stretch of shoreline north of Emerald Bay, and bissection of the magnificent 30-acre pine constitution, Emerald Point, now forestally protected, and surrounded on three sides by water; and (3) creation of an ugly scar about one and one-half miles long, extending northward from Emerald Point to the gap above Pine Ridge Campground, and another scar south of Eagle Point, either or both being visible from almost every part of the Lake Tahoe shore.

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The recommendation by Highways for the use of certain bin-walls north of Emerald Point in order to restrict the length of fill slopes is surely commendable. A great step in this same direction, in order to reduce the scar to the smallest possible amount, would be the construction oferrick-laid fills or fill facings, as was done on the realigned Big Oak Flat Road into Yosemite Valley when constructed by the U.S. Bureau of Public Roads. I took representatives of District 1 of the Division of Highways to see this remarkable job when they were preparing to construct our Calaveras Parkway.

I am not greatly impressed with the arguments that the low-level route would be two miles shorter, would involved less curvature, or would be susceptible to expansion to four lanes when that becomes necessary. This particular highway is not, like the Redwood Highway, an important economic life line between major geographic regions of the State. It is, rather, almost entirely a recreational highway; and the small proportion of commercial traffic exists almost solely to serve the recreational population. Under these circumstances, neither distance nor curvature is of any great consequence, as long as they are not totally unreasonable. Anyone interested in saving two miles of driving would not be at Lake Tahoe in the first place; and the additional distance simply provides that much more enjoyment of scenic views, and access to interesting points. Even if the new route involved a relatively long tunnel, it would still make possible many of the same breath-taking views as does the present low standard highway. As a recreational route, it could easily be modern two-lane standards, with single turnouts, parking areas, and overlooks, it would seem that this would be one of the last routes where four-lane reconstruction would be considered necessary.

The point made by Highways that construction of the low-level route would make two highways available in one summer, is an important point from the standpoint of park values and of freeing the most highly scenic route of the most hurried traffic. It should be noted, however, that these same advantages of the availability of two routes would be in effect for a very important part of the distance if a high-level alignment along Route 1 were adopted. In this case, too, the present scenic route from the south to Day View East could be realigned on perhaps a somewhat lower standard than now contemplated by Highways, so that there would be less access to the upper

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Mr. John W. Knight
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Emerald Bay campground and fewer scars on the scenic Emerald Bay - Cascade Lake divide.

It is my firm belief that we should use the full weight of our influence to bring about the adoption of one of the high-level routes at Emerald Bay,--either along one of the 3 alignments, or Route E-1. If, however, we are unsuccessful in this objective, we should accept the low-level route only with the following qualifying considerations: (1) The closest scrutiny of the alignment in the vicinity of both campgrounds, so that all possible engineering and landscape skill is directed toward interfering with the smallest number of existing camp units and with other potential camping areas; (2) the use of every possible device, even if expensive, to reduce the extent of both cut and fill and consequent scarring, on the approaches to the crossing; and (3) use of the viaduct plan (Plan A-2) at the north end of the Emerald Bay crossing, not only to disrupt a smaller amount of native land at Emerald Point, but particularly because the viaduct would require a narrower opening through the timber, and will be less harmful to the remaining trees than a fill would be.

In order that all possible routes may be available for consideration, I believe that the Division of Highways should study the engineering and cost data on additional possible high-level routes, particularly those designated "C" in this memo.

2000-10-10-10
State Park Forester

cc: Mr. Knight

cc: Chief
Deputy Chief of Operations
Supervisor of Planning &
Development (2)
District 3 (2)

Revised
version

EMERALD BAY HIGHWAY - COMMENTS ON STATE HIGHWAY

ENGINEER'S REPORT OF NOVEMBER 14, 1960

1. The Solution of our Problem: The new report of the State Highway Engineer presents the same basic question that has plagued us all for the last several years. Is it possible to provide an all-year highway at Emerald Bay without sacrificing D. L. Bliss and Emerald Bay State Parks and the natural scenic grandeur of the region? In the new report, however, there is one big difference.

Earlier studies have found no answer to the problem of winter maintenance of a high-level route around Emerald Bay. The decision has always been to give the matter further study so that the damage which a low-level route would cause could be avoided if there was any satisfactory alternative. In the new report the Highway Engineers have concluded that through the use of well designed snow sheds comparable to those used in Switzerland, an adequate all-year route can be maintained along the high-level route. In other words, there is a satisfactory alternative.

2. Damage from a Low-Level Route. The damage resulting from a low-level route has been reviewed many times before. We summarize briefly: At the northerly terminus the low-level route enters D. L. Bliss State Park close to the campground areas and comes out on the high steep banks above Lake Tahoe some two miles north of Emerald Bay. In approaching Emerald Bay from this point the highway must run for more than a mile and a half along these banks. A series of unsightly cuts and fills would be required--cuts extending more than 150 vertical feet above the highway level and fill slopes extending for great distances below. The preserved natural areas of most of Bliss Park would be destroyed; a mile or more of the Rubicon Trail would be obliterated; and the tremendous gashes would be an eyesore to practically the whole Tahoe area.

In its southward course the highway would then run the length of the low timbered peninsula just north of the mouth of Emerald Bay. Here we would have either a concrete causeway or a fill more than a quarter of a mile in length. Next comes the bridge across the mouth of Emerald Bay a quarter of a mile in length and up to 50 feet above the water. Alternate plans indicate that the bridge would be either horizontal or on a grade. South of Emerald Bay the highway would cross campground areas in Emerald Bay State Park, and thence through private property along or close to the Tahoe shoreline and finally inland to connect with the existing route. This southerly portion of the route includes some 1600 feet along the Tahoe shore where the steep banks will again necessitate substantial gashes in the hillside. These are the factors which have, in the past, made it imperative to give the matter further study to find out if there is any reasonable way of avoiding all this damage and defacement to the most outstanding area of natural beauty at Lake Tahoe.

3. Considerations of Highway Convenience. The Highway Engineer's Report mentions various factors of highway convenience which could be a basis for favoring the low-level route if the matter were to be considered strictly from the utilitarian point of view. The low-level route would be straighter and some two miles shorter. Speedway travel is not, however, the objective of the majority of the people who come to Tahoe.

It is also suggested in the report that the low-level route would have more opportunity for turnouts along the highway for observation purposes. There is, however, adequate opportunity for observation points along the upper route. But the most important question is: "TO OBSERVE WHAT?" Do we want to observe Emerald Bay and Bliss Park as places of natural scenic beauty (practically the only such areas which remain at Lake Tahoe) or do we want to observe them with huge highway cuts and fills; with embankments or concrete causeways; and with a quarter mile bridge, either tilted or horizontal, at the mouth of the Bay?

There have, in the past, been suggestions that the improvement of the upper route would itself impair natural scenic values. Some impairment must of course be conceded for any highway development. But it would be a minimum. The snow sheds are based on experience and design in Switzerland, where planners have long recognized that the natural beauty of the Alps is one of their most important national assets. The sloping roofs of the snow sheds and the arched openings along the sides actually blend into the hillside. The scar at the rock slide on the existing upper route may be mentioned. Here the damage has been done. Neither route will restore it. The scar does, however, demonstrate that we should at least think carefully before we set out deliberately to duplicate it many times over with the gashes required for the construction of the lower route.

The Highway Engineer's Report indicates that winter maintenance will be more of a problem along the upper route; but with the snow shed protection which is included in the plan, this problem should not be as serious as winter maintenance on sections of all-year transcontinental Highway 50.

Furthermore, the steep slopes north of Emerald Bay on the low-level route would themselves create serious problems of maintenance both winter and summer. Just north of the Emerald Bay peninsula the low-level route goes through a glacial moraine where the problem of side slopes which will provide adequate protection against loose boulders, etc., has not, we understand, been fully worked out. For about a mile and a half north of this the slope of the 400 foot banks is as great as 63.5° , a ratio of two vertical to one horizontal. This must be compared with usual standards of highway side slope design of $33\frac{1}{2}^\circ$, with benching as an added protection against rock fall. The Division of Highways plan will, it is understood, not attempt to modify the $63\frac{1}{2}^\circ$ side slopes nor will benching be provided. The only protection against rock fall or snow avalanche from these cuts up to more than 150 feet in height will be a 20 foot strip between the highway shoulder and the cliff. This is bound to present real problems both from the standpoint of highway maintenance and highway safety. The $63\frac{1}{2}^\circ$ slopes north of Emerald Bay on the low level route are actually much steeper than the slopes above the highway on the upper route.

Finally there is the question of the four lane highway. When the time comes, decades hence, that a four lane highway is required, it will undoubtedly be necessary on the upper route to add the two lanes at a somewhat different level in the steeply sloping areas. This should be no more difficult than the problem of adding two lanes to the low-level route in the steep sector north of the Bay. The addition of two lanes here would either require extensive tunneling or the cutting away of a substantial portion of the 400 foot banks. A second causeway and a parallel bridge would probably not present any serious new technical problems but they would not leave much of Emerald Bay as we know it.

Most of the people who have in the past favored the low-level route have done so not because they wanted or needed a speedway, four lanes or otherwise, but because they were fearful that it was the only way that they could get an all-year route. This is no longer grounds for concern. A perfectly adequate highway, although not a speedway, may be constructed for all-year use along the upper route.

4. Cost Comparison of the Two Routes. The Highway Engineers' cost estimates indicate that the upper route would cost some \$8,625,000 as compared with a cost for the lower route of either \$5,700,000 or \$6,965,000, dependent upon whether there would be a sloping bridge or a horizontal bridge, a dirt and rock fill or a concrete causeway. A study of the breakdown of these figures demonstrates that there are a number of factors which will undoubtedly operate to reduce the cost of the high-level route and increase the cost of the low-level route.

a. Costs of Rights of Way through Private Land. The Engineer's report estimates total right of way costs to be \$580,000 for the upper route and \$600,000 for the lower route. We understand that broken down as between private lands and park lands, these estimates include \$516,000 for private lands and \$64,000 for park lands on the upper route and \$210,000 for private lands and \$390,000 for park lands on the lower route. We further understand that these estimates are based on an investigation undertaken several years ago and that they unquestionably require further study. In the first place the \$516,000 figure for private right of way cost on the upper route is excessive. The principal sector where private property would be required on the upper route is in the realignment of the so-called hogback road south of Emerald Bay. In the Highway Engineer's Report of October 18, 1957 it was estimated that the rights of way necessary for this portion of the route would cost some \$60,000. Values of Tahoe lands have undoubtedly gone up since then, but not in any such proportion. On this basis a realistic figure as to total private right of way costs on the upper route should not exceed \$250,000.

While the private right of way costs on the upper route should not be more than one-half of the estimated figure, the private right of way costs on the lower route would be several times the \$210,000 estimate. The lower route traverses more than a mile of privately owned property south of Emerald Bay State Park. For more than one-half of this distance it will run along or close to the Tahoe shoreline. Although no precise alignment has been determined, there is a stretch of about 1600 feet along which the steep banks will probably necessitate the taking of subdivided shore lots now developed and in the process of development, together with a second tier of

lake view lots. Shore lots in this sector are now being sold for \$300 a front foot. In addition there are some nine homes which have recently been constructed at an average cost of \$30,000. Conservative estimates indicate that the total cost of private property acquisition south of Emerald Bay would include the following (if shore property is required):

1600 feet Tahoe shore frontage including first and second tier lots at a total of \$350 per foot)	\$ 560,000
Nine homes already constructed	270,000
3000-3500 additional feet of roadway (through lands more valuable than those required for hogsback route)	<u>200,000</u>
TOTAL	\$ 1,030,000

When these costs are taken into account it becomes apparent that we can cut some \$250,000 off the estimated cost of the upper route, but must add more than \$800,000 to the estimated cost of the lower route, thereby narrowing the gap between the costs of the two routes by almost \$1,100,000.

b. Work to be Undertaken in any Event. A second factor which should be considered in the cost comparison is the fact that some work on the upper route is contemplated in any event. This refers to the proposed realignment of the hogsback road south of Emerald Bay. This portion of the present road is exceedingly narrow and crooked, a real mountain road. With this realignment the upper route will provide a suitable highway for all but winter travel. The Highway Engineer's Report of October 18, 1957 recommended that this work should be undertaken in any event regardless of any final decision between the two routes. The estimated cost was \$950,000, plus \$60,000 for rights of way. Undoubtedly construction costs have gone up since that time so if this work is to be undertaken in any event, (and we recommend that it should be) this takes away \$1,000,000 in construction costs of the upper route which should not properly be included for purposes of comparison with the lower route. Also the largest part of the right of way cost on the upper route would be the rights of way necessary for this hogsback improvement. Hence, the largest portion of the right of way costs for the upper route (which we reestimated above at \$250,000) should be excluded from the comparison. For these reasons we should eliminate another \$1,200,000 from the cost differential between the two routes, in order to provide a fair basis for comparison.

c. Tunnel Costs. According to expert opinion there is a very good chance that the 1300 foot tunnel contemplated for the upper route through the rock slide area at a cost of some \$1500 per foot will not be necessary; snow sheds may suffice. This is largely dependent on whether or not there is any continued slippage of the rock formations in this sector. The Division of Highways is, we understand, establishing bench marks which will enable it to determine whether or not there is any further slippage. Substitution of snow sheds for a tunnel would save close to another \$1,000,000 on the costs of the upper route. Even if such substitution is not found to

to be feasible it will, in the opinion of our experts be possible to provide a safe tunnel for some three hundred thousand dollars less than the maximum thickness concrete lined tunnel which is depicted in the Highway Engineer's Report.

d. Added Costs on Lower Route. The precipitous sector of the low level route and the morainal area north of Emerald Bay would present serious problems of highway construction. There is a very real possibility that the earth, rock, and morainal material to be cut away and moved; the problem of where to dump it; the side slopes to be maintained on the fills; and protection of the 63° slopes against rock fall and avalanche would add substantially to cost estimates. It has been suggested that the scarring defacement could be avoided by landscaping. We doubt it. How would it be possible to landscape a 150 foot cliff? Also, any effort in this direction would again add substantially to the cost of the lower route.

e. Cost of Right of Way through the Parks. When consideration is given to the foregoing factors it becomes apparent that instead of a \$2,000,000/\$3,000,000 differential, we are talking about two routes of approximately equal cost so far as out of pocket expense to the State is concerned. This is even before any consideration is given to the value of the Park property which would be taken or damaged by the low-level route. For the moment we may consider this purely in terms of market value without taking natural, scenic and recreational values into account. The upper route would take some additional area of Park property but the values of the property taken are relatively inconsequential. The lower route, on the other hand, bisects each of the two parks and goes through existing campgrounds and developed areas and ruins the extensive undeveloped natural area north of Emerald Bay. If this property were in private hands the right of way would undoubtedly cost the state more than \$1,500,000.

It may be suggested that since the State owns the property already this would not constitute an out of pocket expense, but any such argument must be carefully examined. The two parks were acquired by the State largely through private gifts and contributions for park purposes. In a sense there is a public trust to preserve the parks for these purposes. It may be more than a moral obligation. Thus, the deed by which a portion of Bliss Park was conveyed to the State by the Bliss heirs expressly recites that the property "shall be used only for the purposes of a public park or reservation for public use, resort and recreation, and for the better preservation of the natural features of the region."

It is not necessary however, to get into technical legal questions as to whether appropriation of the park property for highway purposes would require condemnation and payment to the Division of Beaches and Parks or to the Bliss heirs. We should not consider the problem from the standpoint of any specific agency of the State, but rather from the standpoint of the State as a whole. Long range plans have recently been projected for very substantial additions to our State Park System at a cost of many millions of dollars. This is undoubtedly important, but in addition to thinking about enlargement, we also should think about saving what we already have. Bliss Park and Emerald Bay Park are two of the most popular in the whole State. Their scenic beauty - their preserved natural areas - the Rubicon Trail - and Emerald Bay itself - are unparalleled. Progress demands an all-year highway, but

when that highway can be built in a manner which will preserve these parks then this is certainly the answer. No place else in the State would it be possible for the State to acquire the scenic, natural and recreational values which the low-level route would destroy at a cost comparable to any possible additional out of pocket expense which may be involved in the construction of the high-level route.

The recent words of Governor Brown, in his dedication of the "Avenue of Giants" Parkway in the Redwoods, are particularly appropriate:

"Engineering considerations are important ... but it is equally sound state policy to retain scenic beauty in the unspoiled wilderness ..." and "... the dollar important as it is, will not be the only consideration. For their beauty (the Redwoods), too, we need these great forests—just as we need the Anza Borrego Desert, the Rubicon Trail at Emerald Bay and the Point Lobos cliffs ... The parks must stand as a permanent and protected part of California's heritage of unspoiled natural beauty."

5. The Program to be Followed. Some of the foregoing comments have suggested the necessity of further study of problems of the low-level route. This should undoubtedly be undertaken if further serious consideration is to be given to the low-level route. But with the determination that the high-level route can be developed into an adequate all-year route there is no occasion to give the low-level route any further consideration. The time has come when we can "cross the bridge" at Emerald Bay by crossing it off our plans. From now on all constructive effort should be devoted to the development of the high-level route as we are now assured it can be developed.

January 19, 1961

David C. Dunlap
Chairman, Sierra Club
Emerald Bay Committee

EDWIN SPRAGUE PILLSBURY
DAVID C. DUNLAP
KENNETH C. NASEL
DAVID M. ATCHESON

LAW OFFICES OF
PILLSBURY & DUNLAP
155 MONTGOMERY STREET
SAN FRANCISCO 4
EX-1000 2-4367

January 13, 1961

Mr. James Warren
California State Division
of Beaches and Parks
Sacramento, California

Re: **Emerald Bay**

Dear Mr. Warren:

I am enclosing herewith a copy of a draft of comments which I propose to transmit on behalf of the Sierra Club to members of the Highway and Park Commissions prior to the January 25 hearing. I am afraid that the draft is much too long and I intend to make an effort to shorten it. In the meanwhile I shall appreciate any comments or suggestions which you may have, or if you find that I am guilty of any inaccuracies I should like to know about it.

You are at liberty to use any of the material which may be helpful to you. I also have in mind to transmit to you and to DeWitt Nelson a few more biting comments concerning The Highway Engineer's Report, gleaned largely from our engineering advisors. You will appreciate that from the standpoint of our own presentation to the Highway Commission a certain amount of tact is probably going to be desirable.

Sincerely,

David C. Dunlap

DCD:rb

cc: DeWitt Nelson
Thomas J. McBride
Newton Drury
Howard Fletcher
Parker Trask
Harold Nachtrieb
Robert Golden

STATE OF CALIFORNIA
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF BEACHES AND PARKS
1125 TENTH STREET, SACRAMENTO 14

November 29, 1960

Mr. John H. Knight
Deputy Chief, Technical Services

Mr. Frederick A. Meyer
State Park Forester

Emerald Bay State Park
Route Studies by Division of Highways

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I have just reviewed with great interest the report prepared by the Division of Highways dated November 1960 and entitled "Emerald Bay Route Studies." I offer the following comments and observations on this report and related aspects of the highway situation at Emerald Bay.

It is gratifying to note that the Division of Highways has concluded that it would be possible to construct and maintain an all-year highway on the high-level route around Emerald Bay, as well as on the low-level route employing a bridge. Of the high-level routes discussed in their report, I would consider the first, or Route E-1, to be the only one acceptable from our standpoint. This is not only because Routes E-2 and E-3 would probably not be subject to all-year maintenance, as conceded by Highways, thus leaving a situation where a low-level highway would still be demanded by local interests in order to assure passability in winter; but also because both Route E-2, with its long bin-wall construction, and Route E-3, with its high cut-slopes, would seriously deface the Emerald Bay landscape which we are trying hard to preserve.

It appears to me that Highways has conspicuously omitted the consideration of other possible high-level routes. The two most notable of these, which in this memo I shall call Route "C", would each be approximately half a mile shorter than the high-level routes discussed by Highways, and therefore only 1 1/2 miles (as against 2 miles for Route E) longer than the low-level route. Each would involve a tunnel considerably longer than that proposed for Route E, with its southern portal a short distance above the northwest shore of Cascade Lake, and requiring no switchback on the southern approach. The north end of the tunnel could be either at the same point as the north portal proposed for Route E, in which case the tunnel would be about 4,000 feet long and on a 1% grade; or, the north portal could be closer to Eagle

November 29, 1960

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Creek, with the tunnel some 5,400 feet long and on a gradient not exceeding 2 $\frac{1}{2}$ %, eliminating the section of snowshed immediately north of the tunnel as proposed for Route B by Highways. Spoil from tunnel excavation could almost surely be used in constructing the south approach, in a manner acceptable from our standpoint, together with several parking areas and overlook points. In either of these routes, the construction north of Eagle Creek should be either of the snowshed type as proposed by Highways for Route F-1, or else with another tunnel. The Division of Highways in California seems quite reluctant to construct tunnels, presumably because of the relatively high construction cost. At Emerald Bay, however, a longer tunnel would permanently eliminate a considerable amount of costly and hazardous winter maintenance, and a great deal of curvature, as well as shortening the route by a significant amount, all of which are of importance to the Division of Highways. (Tunneling through the sharp ridge east of Cascade Lake would save an additional half mile of distance, and a major scar.)

It would also be possible to locate a route around the head of Cascade Lake as well as of Emerald Bay, by employing two major tunnels, with a resulting route shorter by an additional one-quarter mile. This route would have other serious disadvantages from the park standpoint, however, and I do not advocate its consideration at this time.

Many of the arguments offered by the proponents of the low-level route are directed against assumed opposition to the specific factor of a bridge across the mouth of Emerald Bay. In my opinion the bridge itself, while undesirable, would be less objectionable than several other aspects of the low-level route. These other features are: (1) The elimination of critically-needed camping facilities in both S. F. Elias and Emerald Bay State Parks, through the invasion of present campgrounds by the highways as proposed; (2) elimination or desecration of an especially interesting stretch of scenery north of Emerald Bay, and bissection of the magnificent 50-acre flat constituting Emerald Point, now beautifully forested, and surrounded on three sides by water; and (3) creation of an ugly scar about one and one-half miles long, extending northward from Emerald Point to the gap above Pine Ridge Campground, and another scar south of Eagle Point, either or both being visible from almost every part of the Lake Tahoe shore.

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The recommendation by Highways for the use of certain bin-walls north of Emerald Point in order to restrict the length of fill slopes is surely commendable. A greater step in this same direction, in order to reduce the scar to the smallest possible amount, would be the construction oferrick-laid fills or fill facings, as was done on the realigned Big Oak Flat Road into Yosemite Valley when constructed by the U.S. Bureau of Public Roads. I took representatives of District X of the Division of Highways to see this remarkable job when they were preparing to construct our Calaveras Parkway.

I am not greatly impressed with the arguments that the low-level route would be two miles shorter, would involved less curvature, or would be susceptible to expansion to four lanes when that becomes necessary. This particular highway is not, like the Redwood Highway, an important economic line line between major geographic regions of the State. It is, rather, almost entirely a recreational highway; and the small proportion of commercial traffic exists almost solely to serve the recreational population. Under these circumstances, neither distance nor curvature is of any great consequence, as long as they are not totally unreasonable. Anyone interested in saving two miles of driving would not be at Lake Tahoe in the first place; and the additional distance simply provides that much more enjoyment of scenic views, and access to interesting points. Even if the new route involved a relatively long tunnel, it would still make possible many of the same breath-taking views as does the present low standard highway. As a recreational route constructed to modern two-lane standards, with ample turnouts, parking areas, and overlooks, it would seem that this would be one of the last routes where four-lane construction would be considered necessary.

The point made by Highways that construction of the low-level route would make two highways available in the summer, is an important point from the standpoint of park values and of freeing the most highly scenic route of the most hurried traffic. It should be noted, however, that these same advantages of the availability of two routes would be in effect for a very important part of the distance if a high-level alignment along Route C were adopted. In this case, too, the present scenic route from the south to Fay View Rest could be realigned on perhaps a somewhat lower standard than now contemplated by Highways, so that there would be less damage to the upper

Mr. John H. Knight
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Emerald Bay campground and fewer scars on the scenic Emerald Bay - Cascade Lake divide.

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It is my firm belief that we should use the full weight of our influence to bring about the adoption of one of the high-level routes at Emerald Bay,--either along one of the C alignments, or Route F-1. If, however, we are unsuccessful in this objective, we should accept the low-level route only with the following qualifying considerations: (1) The closest scrutiny of the alignment in the vicinity of both campgrounds, so that all possible engineering and landscape skill is directed toward interfering with the smallest number of existing camp units and with other potential camping area; (2) the use of every possible device, even if expensive, to reduce the extent of both cut and fill and consequent scarring, on the approaches to the crossing; and (3) use of the viaduct plan (Plan A-2) at the north end of the Emerald Bay crossing, not only to disrupt a smaller amount of choice land at Emerald Point, but particularly because the viaduct would require a narrower opening through the timber, and will be less harmful to the remaining trees than a fill would be.

In order that all possible routes may be available for consideration, I believe that the Division of Highways should study the engineering and cost data on additional possible high-level routes, particularly those designated "C" in this memo.

FREDERICK A. MYER
State Park Forester

FAM:ny

cc: Chief
Deputy Chief of Operations
Supervisor of Planning &
Development (2)
District 3 (2)

*Superseded by
Revised version*

EMERALD BAY HIGHWAY - COMMENTS ON STATE HIGHWAY

ENGINEER'S REPORT OF NOVEMBER 14, 1960

1. The Solution of our Problem: The new report of the State Highway Engineer presents the same basic question that has plagued us all for the last several years - since development of the Tahoe area has given rise to legitimate demands for an all-year highway on the west side of Lake Tahoe. Is it possible to provide an all-year highway at Emerald Bay without sacrificing D. L. Bliss and Emerald Bay State Parks and the natural scenic grandeur of the region?

Earlier studies and reports have found no answer to the problem of winter maintenance of a high-level route around Emerald Bay. The decision has always been to give the problem further study so that the damage which a low-level route would cause to the natural scenic beauty of Emerald Bay and the two State Parks could be avoided if there was any reasonable alternative. In the new report the Highway Engineers have concluded that there is a reasonable alternative - that, through the use of well designed snow sheds comparable to those used in Switzerland, an adequate all-year route can be maintained along the high-level around Emerald Bay.

2. Damage from a Low-Level Route. The damage resulting from a low-level route has been reviewed many times before. We summarize briefly: At the northerly terminus the low-level route enters D. L. Bliss State Park close to the campground areas and comes out on the high steep banks above Lake Tahoe some two miles north of Emerald Bay. In approaching Emerald Bay from this point the highway must run for more than a mile and a half along these banks. A series of unsightly cuts and fills, some of which would extend more than 150 feet above the highway level and as much as 60 feet below it will be required. The preserved areas of a good portion of Bliss Park would be destroyed; a mile or more of the Rubicon Trail would be obliterated; and the tremendous gashes would be an eyesore to practically the whole Tahoe area.

In its southward course the highway would then run the length of the low timbered peninsula just north of the mouth of Emerald Bay. Here we would have either a concrete causeway or a fill more than a quarter of a mile in length. Next comes the bridge across the mouth of Emerald Bay a quarter of a mile in length and up to 50 feet above the water. Alternate plans indicate that the bridge may be either horizontal or on a grade. South of Emerald Bay the highway would cross campground areas in Emerald Bay State Park,

thence through private property along or close to the Tahoe shoreline and finally inland to connect with the existing route. This southerly portion of the route includes some 1500 feet along the Tahoe shore where the steep banks will again necessitate substantial gashes in the hillside. These are the factors which have, in the past, made it imperative to give the matter further study to find out if there is any reasonable way of avoiding all this damage and defacement. A way of doing this has now been found. It should be the final answer to the problem.

3. Considerations of Highway Convenience. The Highway Engineer's Report mentions various factors of highway convenience which could be a basis for favoring the low-level route if the matter was to be considered strictly from the utilitarian point of view. The low-level route would be straighter and some two miles shorter. Speedway travel is not, however, the objective of the majority of the people who come to Tahoe.

It is also suggested in the report that the low-level route would have more opportunity for turnouts along the highway for observation purposes. But the important question is "TO OBSERVE WHAT?" Do we want to observe Emerald Bay and Bliss Park as places of natural scenic beauty or do we want to observe them with high highway cuts and fills; with embankments or concrete causeways; and with a quarter mile bridge, either tilted or horizontal, at the mouth of the Bay? There will certainly be some opportunities for observation points along the upper route.

There have, in the past, been occasional suggestions that the improvement of the upper route would itself impair natural scenic values. Some impairment must of course be conceded for any highway development. But it would be a minimum. The snow sheds are based on experience and design in Switzerland, where planners have long recognized that the natural beauty of the Alps is one of their most important national assets. The scar at the rock slide on the existing upper route may be mentioned. But here the damage has been done. Neither route will require it. The scar does, however, demonstrate that we should at least think carefully before we set out deliberately to duplicate it many times over with the gashes required for the construction of the lower route.

The Highway Engineer's Report indicates that winter maintenance will be more of a problem along the upper route; but with the snow shed protection which is included in the plan, this problem should not be as serious even as winter maintenance on

sections of all-year transcontinental Highway 50. Furthermore, the steep slopes north of Emerald Bay on the low-level route would themselves create serious problems of maintenance both winter and summer. Just north of the Emerald Bay peninsula the low-level route goes through a glacial moraine where the problem of side slopes which will provide adequate protection against loose boulders, etc. has not, we understand, been fully worked out. For about a mile and a half north of this the slope of the 400 foot banks is as great as 63.5° , a ratio of two vertical to one horizontal. This must be compared with usual standards of highway side slope design of $33\frac{1}{2}^\circ$, with benching as an added protection against rock fall. The Division of Highways plan will, it is understood, not attempt to modify the $63\frac{1}{2}^\circ$ side slopes nor will benching be provided. The only protection against rock fall from these cuts up to more than 150 feet in height will be a 20 foot strip between the highway shoulder and the cliff. This is bound to present real problems both from the standpoint of highway maintenance and highway safety.

Finally comes the question of the four lane highway. When the time comes, some decades hence, that a four lane highway is required it will undoubtedly be necessary on the upper route to add the two lanes at a somewhat different level in the steeply sloping areas. This should be no more difficult than the problem of adding two lanes to the low-level route in the steep sector north of the Bay. The addition of two lanes here would either require extensive tunneling or the cutting away of a substantial portion of the 400 foot banks. A second causeway and a parallel bridge would probably not present any serious new technical problems but they would not leave much of Emerald Bay as we know it.

Most of the people who have in the past favored the low-level route have done so not because they wanted or needed a speedway, four lanes or otherwise, but because they were fearful that it was the only way that they could get an all-year route. This is no longer grounds for concern. A perfectly adequate highway, although not a speedway, may be constructed for all-year use along the upper route.

4. Cost Comparison of the Two Routes. The Highway Engineers' cost estimates indicate that the upper route would cost some \$8,625,000 as compared with a cost for the lower route of either \$5,700,000 or \$6,965,000, dependant upon whether there would be a sloping bridge or a horizontal bridge, a dirt and rock fill or a concrete causeway. A study of the breakdown of these figures

demonstrates that consideration must be given to a number of factors which will undoubtedly operate to reduce the cost of the high-level route and increase the cost of the low-level route.

a. Costs of Rights of Way through Private Land. The Engineer's report estimates total right of way costs to be \$580,000 for the upper route and \$600,000 for the lower route. We understand that broken down as between private lands and park lands, these estimates include \$516,000 for private lands and \$64,000 for park lands on the upper route and \$210,000 for private lands and \$390,000 for park lands on the lower route. We further understand that these estimates are based on some investigation undertaken several years ago and that they unquestionably require further study. In the first place the \$516,000 figure for private rights of way cost on the upper route is excessive. The principal sector where private property would be required on the upper route is in the realignment of the so-called hogback road south of Emerald Bay. (A few acres will also be required at the north end of the route marsh of Bliss Park, but this is relatively inconsequential and is no more than would be required for the northerly terminus of the lower route.) The hogback realignment does not require any valuable Tahoe frontage. In the Highway Engineer's Report of October 18, 1957 it was estimated that the rights of way necessary for this portion of the route would cost some \$60,000. Values of Tahoe lands have undoubtedly gone up since then, but not in any such proportion. On this basis a realistic figure as to private right of way costs on the upper route should not exceed \$250,000/\$300,000.

While the private right of way costs on the upper route should not be much more than one-half of the estimated figure, the private right of way costs on the lower route would be several times the \$210,000 estimate. The lower route traverses more than a mile of privately owned property south of Emerald Bay State Park. For more than one-half of this distance it will run along or close to the Tahoe shoreline. Although no precise alignment has been determined, there is a stretch of about 1600 feet along which the steep banks will probably necessitate the taking of some shore lots now developed and in the process of development, together with a second tier of lake view lots. Portions of this frontage are now being sold for \$300 a front foot. In addition there are some nine homes which have recently been constructed in this sector at an average cost of \$30,000. The lower route also traverses some 2/3 of a mile of private land on which it would not be necessary to take actual lake frontage. This additional land is more valuable however, than the lands further

inland which the hogback route would require. Conservative estimates indicate that the total cost of private property acquisition south of Emerald Bay would include the following:

1600 feet Tahoe shore frontage (including first and second tier lots at a total of \$350 per foot)	\$560,000
Nine homes already constructed	270,000
3000-3500 additional feet of roadway through non-frontage lands close to the lake	<u>100,000</u>
TOTAL	\$930,000

When these costs are taken into account it becomes apparent that we can cut some \$250,000 off the estimated cost of the upper route, but must add more than \$700,000 to the estimated cost of the lower route, thereby narrowing the gap between the costs of the two routes by almost \$1,000,000.

b. Work to be Undertaken in any Event. A second factor which should be considered in the cost comparison is the fact that some work on the upper route is contemplated in any event. This refers to the proposed realignment of the hogback road south of Emerald Bay. This portion of the present road is exceedingly narrow and crooked, a real mountain road. With this realignment the upper route will provide a suitable highway for all but winter travel. The Highway Engineer's Report of October 18, 1957 recommended that this work should be undertaken in any event regardless of any final decision between the two routes. The estimated cost was \$950,000, plus \$60,000 for rights of way. Undoubtedly construction costs have gone up since that time so if this work is to be undertaken in any event, (and we recommend that it should be) this takes away \$1,000,000 in construction costs of the upper route which should not properly be included for purposes of comparison with the lower route. Also the largest part of the right of way cost on the upper route would be the rights of way necessary for this hogback improvement. Hence, the largest portion of the right of way costs for the upper route (which we reestimated above at \$250,000-\$300,000) should be excluded from the comparison. For these reasons we should eliminate another \$1,200,000 from the cost differential between the two routes, in order to provide a fair basis for comparison.

c. Tunnel Costs. According to expert opinion there is a very good chance that the 1300 foot tunnel contemplated for the upper route through the rock slide area at a cost of some \$1500 per foot will not be necessary; snow sheds may suffice. This is largely dependent on whether or not there is any continued slippage of the rock formations in this sector. This Division of Highways is, we understand, establishing bench marks which will enable it to determine whether or not there is any further slippage. Substitution of snow sheds for a tunnel would save close to another \$1,000,000 on the costs of the upper route. Even if such substitution is not found to be feasible it will, in the opinion of our experts be possible to provide a safe tunnel some three hundred thousand dollars less than the maximum thickness concrete line tunnel which is depicted in the Highway Engineer's Report.

4. Cost of Right of Way through the Parks. When due consideration has been given to the foregoing factors it becomes apparent that instead of a \$2,000,000/\$1,500,000 differential, we are talking about two routes of approximately equal cost so far as out of pocket expense to the State is concerned. This is even before we come to consider costs from the standpoint of value of the Park property which would be taken or damaged by the low-level route. For the moment we may consider this purely in terms of market value without taking natural, scenic and recreational values into account. The upper route would take some additional area of Park property but the values of the property taken are relatively inconsequential. The lower route, on the other hand, bisects each of the two parks and goes through existing campgrounds and developed areas and ruins the extensive undeveloped natural area north of Emerald Bay. If this property were in private hands it would undoubtedly cost the state \$1,500,000 or more.

It may be suggested that since the State owns the property already this would not constitute an out of pocket expense, but any such argument must be carefully examined. The two parks were acquired by the State largely through private gifts and contributions for park purposes. In a sense there is a public trust to preserve the parks for these purposes. It may, to some extent, be more than a moral obligation. Thus, the deed by which portions of Bliss Park was conveyed to the State by the Bliss heirs expressly recited that the property "shall be used only for the purposes of a public park or reservation for public use, resort and recreation, and for the better preservation of the natural features of the region".

It is not necessary however, to get into technical legal questions as to whether appropriation of the park property for highway purposes would require condemnation and payment to the Division of Beaches and Parks or to the Bliss heirs. We should not consider the problem from the standpoint of any specific agency of the State, but rather from the standpoint of the State as a whole. Long range plans have recently been projected for very substantial additions to our State Park System at a cost of many millions of dollars. This is undoubtedly important, but in addition to thinking about expansion, we also should think about saving what we already have. Bliss Park and Emerald Bay Park are two of the most popular in the whole State. Their scenic beauty - their preserved natural areas - the Rubicon Trail - and Emerald Bay itself - are unparalleled. Progress demands an all-year highway, but when that highway can be built in a manner which will preserve these parks then this is certainly the answer. No place else in the State would it be possible for the State to acquire the scenic, natural and recreational values which the low-level route would destroy at a cost comparable to any additional out of pocket expense which may be involved in the construction of the high-level route.

The recent words of Governor Brown, in his dedication of the "Avenue of Giants" Parkway in the Redwoods, are particularly appropriate:

"Engineering considerations are important ... But it is equally sound state policy to retain scenic beauty in the unspoiled wilderness ..." and "...the dollar, important as it is, will not be the only consideration. For their beauty (the Redwoods), too, we need these great forests---just as we need the Anza Borrego Desert, the Rubicon Trail at Emerald Bay and the Point Lobos cliffs... The parks must stand as a permanent and protected part of California's heritage of unspoiled natural beauty."

5. The Program to be Followed. Some of the foregoing comments have suggested the necessity of further study of problems of the low-level route. This should undoubtedly be undertaken if further serious consideration is to be given to the low-level route. But with the determination that the high-level route can be developed into an adequate all-year route there is no occasion to give the low-level route any further consideration at all. The time has come when we can "cross the bridge" at Emerald Bay by crossing it off our plans. From now on all constructive effort should be devoted to the development of the high-level route as we are now assured it can be developed.

Aug 1960

MEMO RE DEVELOPMENTS AND THE PRESENT SITUATION IN RESPECT TO EMERALD BAY

The Sierra Club (with the financial support of about a dozen property owners) and other conservationists have lead the fight to preserve the Emerald Bay and Bliss State Parks. They have supported the plan for an all-year high-level highway along the present route, with a tunnel and snow shed. They have vigorously opposed the low level bridge route which would cut through both Park camp grounds and result in six miles of steep gashes on the lake front on both sides of Emerald Bay and a high fill across the north Emerald Bay Point.

The Sierra Club retained Dr. Parker Trask as a geologist and Mr. Roy Hackley as a tunnel engineer. In 1957-58 Dr. Trask convinced the highway engineers that a tunnel under the slide area was feasible. The highway engineers then stated that they could not maintain an all-year route on the high level due to snow conditions on the north side. Thanks to the insistence and appearance of our experts at various hearings, the Legislature has so far taken no action.

The joint meeting of the Park and Highway Commissions in the spring of 1959 requested the highway engineers and the Park staff to submit reports, either jointly or separately, on the two alternative routes. As the Division of Parks have no geologists or tunnel engineers, it was essential to have Dr. Trask and Mr. Hackley advise them. In 1959, as Dr. Trask was in Europe on other business, the Sierra Club authorized him to study the Swiss highways and particularly their tunnels and snow sheds. Dr. Trask returned with slides and designs which were shown to some thirty or forty of the top Highway and Park personnel in November 1959. These showed that well designed open view snow sheds could be installed on far more difficult terrain than Emerald Bay.

As a result the highway engineers have redesigned both routes. Our experts have reviewed the plans for the high-level route which includes a tunnel and one or two snow sheds. They are convinced that the highway engineers have done a fair and satisfactory job. The highway engineers now say that the high-level route can be maintained as an all year highway. Trask and Hackley, however, are not as yet satisfied that the highway engineers' plans for the low level route are entirely realistic with respect to the terrain to be covered and the height of the cuts and slashes. They also feel that the low-level route may involve higher costs than the present plans indicate. The highway engineers are now preparing costs, which will be submitted for comment to the Division of Parks (and Messrs. Trask and Hackley) before the plans are submitted to the State Highway Engineer and public hearings.

The high-level route will undoubtedly cost more money. The present guess is \$3,000,000 to \$5,000,000. The big problem ahead will be to make the low level costs as realistic as possible so that the differential will be held to a minimum. The next problem will be to convince the Highway Commission and Legislature that such additional expense is warranted. Although it will not be an out-of-pocket cash cost to the State, an offset would be the substantial severance value to the State Park of the right of way for the low-level route.

OFFICE MEMO

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STATE OF CALIFORNIA
DIVISION OF BEACHES AND PARKS
DEPARTMENT OF NATURAL RESOURCES

March 3, 1959

To Chief of the Division
From Assistant Superintendent, Dist. 3
Subject Sierra Club - Tehipite Chapter

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We are enclosing two copies of the talk given by Ranger Robert V. Miller to the Tehipite Chapter of the Sierra Club at Fresno, on February 17, 1959, for your use.

Assistant District Supt.

encl.

THE EFFECT ON PARK VALUES OF THE PROPOSED
LOW-LEVEL ROUTE THROUGH
EMERALD BAY AND D. L. BLISS STATE PARKS

Yesterday, my District Superintendent, Clyde Newlin, called me into his office and said, "Bob - inasmuch as you were the first Ranger assigned to Emerald Bay State Park, I would like you to drive to Fresno tomorrow to show the new Park film and present a talk regarding the proposed bridge across the mouth of Emerald Bay."

Now, most of my talks have been given in a mountain setting to groups of campers enjoying a blazing campfire. Tonight, of course, we can't have the campfire, but the topic is one that is vital to everyone interested and who has a keen appreciation for the natural beauties of our state. The natural scene of our state is a heritage that you and I can be justifiably proud.

First of all - by a show of hands - how many of you have visited Emerald Bay at Lake Tahoe? That's wonderful - almost everyone here in the auditorium. You can then appreciate the magnificent setting of Emerald Bay and D. L. Bliss State Parks.

As you know - the Division of Beaches and Parks is dedicated to providing a Public Service. One of our responsibilities is preserving the natural scene in our State Parks. We are faced at the present time with a proposal to cut a highway through two of our most beautiful parks and have a low level bridge erected across the mouth of Emerald Bay.

My purpose tonight is simply to put before you some of the effects on the Park values to this proposal.

Let me read an editorial from your own newspaper, the Fresno Bee:

Priceless Asset

"In an article in Life magazine, D. L. Bliss State Park at the mouth of Emerald Bay at Lake Tahoe is deservedly included as one of the 50 most beautiful camping places in the United States.

"Lake Tahoe itself is known universally as one of the world's great beauty spots, though people living in this area may forget its uniqueness because of familiarity.

"It is hard to understand how any responsible organization or thinking individual can support plans which would destroy or damage the rare qualities of Tahoe or Emerald Bay and D. L. Bliss Park.

"Yet there are groups working to have a bridge built across the entrance to Emerald Bay as the easiest way of enticing more tourists to drive around the lake.

"The reasoning, of course, is that with more tourists there will be more business and more money to be made serving them. The fact the proposed bridge would damage the State Park severely and mar the natural beauty of the bay apparently means little to these groups.

"Enlightened self interest should tell them a comment such as Life Magazine makes for Bliss Park is more valuable than a high speed highway. And if the bridge did exist, the Bliss Park certainly would not qualify as one of the nations 50 most beautiful camping spots."

Let us explore this thought a little further. What is the effect on Park values of a bridge at the entrance to Emerald Bay and the approach on a new low-level route across D. L. Bliss and Emerald Bay State Parks?

Against a backdrop of Alpine peaks of the lofty Sierra Nevada, D. L. Bliss and Emerald Bay State Parks preserve for public use and enjoyment miles of the most scenic shores of Lake Tahoe. This is one of the celebrated beauty spots not only of California but of the nation. For this reason conservation organizations and individuals have opposed the proposal for a new low-level highway and the bridging of Emerald Bay. On a statewide and national basis they have taken the position, as has the California State Park Commission, that all other possibilities for serving the needs of highway traffic should be fully explored before even considering the defacement of Emerald Bay and the two State Parks.

We have had repeated requests for a statement of the Park point of view. Some of the objections that have been raised against a low-level route are:

1. The approaches to a bridge across the narrows of Emerald Bay would destroy a new campground on the south bay shore. Because of steep, rocky terrain, alternative sites for relocation of the much needed camping facilities are unavailable.
2. A new low level route would bisect both parks with an expressway, making extremely difficult administration of the area for recreational purposes. The problem of noise, especially from heavy, faster moving trucks, in closer proximity to all recreational developments would destroy the restfulness of the campgrounds.
3. A low-level route, including the huge cuts, fills, and a bridge, would add another prominent scar to the scenic landscape, and therefore would encircle Emerald Bay with a ring of bulldozed hillsides which would promote additional slides.
4. The present high-level road provides the most scenic view of all Lake Tahoe and Emerald Bay. Preservation of this gem of California and Nevada scenery is of public interest to the State and Nation.
5. Engineers are proud of their profession and it has been demonstrated in the past that, given enough money, they can meet the challenge involved in devising an improvement of the existing route, making it safe for reasonable speed for through traffic as well as for the sightseers who comprise the bulk of the travel. California's outdoor recreational opportunities are now economically important enough to be considered on a par in importance with other factors in routing of roads.

6. These areas under the protection of the State Park System are protecting at least one small portion of the entire shoreline of Lake Tahoe from urbanization and commercialism. Full scale land-use and zoning studies are now being contemplated by a prominent foundation to protect the outdoor recreational qualities which are rapidly disappearing from the Lake Tahoe area.

7. Urgency in settling this traffic problem can in no way be geared to the development of a faster route for access to the Winter Olympics at Squaw Valley, for it is known that neither a new route nor improvement of the existing route can be accomplished by 1961.

As I have mentioned, there is another proposal - and one which the Division of Beaches and Parks favor very strongly, and that is to improve the scenic high level route and tunnel through that slide area that forces closure of the road during the winter months. Let me draw a few comparisons with respect to the two proposals:

1. Both the low-level route with the bridge and the high-level scenic route with a tunnel are feasible.
2. The total miles involved for the low level route is 5.72. For the high-level scenic route is 7.72 or 2.03 additional miles over the low level route.
3. The cost? Based on two lanes only is \$4,615,000 for the low-level estimate. Remember, this is based only on the two lanes - not for the four lanes which is proposed for later construction. For the high-level scenic route? \$3,770,000, which indicates a saving of \$845,000. The cost of construction tends to be an important point in this controversy. Consider this - T. Fred Bagshaw, Assistant Director, Department of Public Works, stated on February 6, 1959 that the Division of Highways will make improvement of \$1,000,000 in the present high-level route even if the low-level project is also realized. Thus, the true cost of a tunnel and approaches would be only \$3,770,000.
4. What is involved in the construction of both of these proposals? First, let us consider only the low level proposal.
 - a. Earth and gravel fill along Lake Tahoe from north point of Emerald Bay to 1.1 miles north before alignment heads west through the center of the Park.
 - b. Earth and gravel fill along Lake Tahoe from the south point of Emerald Bay to State Park line - 1800 ft.
 - c. Cut completely virgin timber forest north point of Emerald Bay.
 - d. Cut 142 plus ft. of right of way.
 - e. The bridge will be 40 ft. wide, 1410 ft. long, 50 ft. above water, connecting with fill, 50 ft. high, 120 ft. wide (minimum) for 1500 ft. north from that point.

Compare this to the proposed high-level scenic route -

- a. No fill.
- b. No appreciable change from present alignment.
- c. Tunnel-bore (1300 ft.) hidden from view.
- d. Minor cuts inland west of D. L. Bliss State Park on the new alignment.

What more can be said?

In conclusion, let me leave this thought with you -

Writing of his first sight of Lake Tahoe, Mark Twain said:
"We plodded on, and at last the lake burst upon us, a noble sheet
of blue water...walled in by a river of snow-clad peaks that towered
aloft full 3,000 feet higher still. As it lay there with the shadows
of the mountains brilliantly photographed upon its still surface, I
thought it must surely be the fairest picture the whole earth affords..."

Showing of Film, "California Holiday".

Presented by: Robert V. Miller
State Park Ranger II

OFFICE MEMO

STATE OF CALIFORNIA
DIVISION OF BEACHES AND PARKS
DEPARTMENT OF NATURAL RESOURCES

February 20, 1959

To Superintendent, District 3

From Park Supervisor - Brannan Island State Park

Subject Presentation of Talk and Showing of State Park Film,
Sierra Club - Tehipite Chapter

I am attaching a transcript of the major portion of my talk as presented before the Sierra Club, Tehipite Chapter, in Fresno, California on February 17, 1959, at 8:00 P.M.

The program was conducted in three sections: 1. Talk, "The Effect on Park Values of the Proposed Low-level Route Through Emerald Bay and D. L. Bliss State Parks" (Based on facts supplied by our Sacramento office). 2. Showing of the film, "California Holiday". 3. Question and answer period.

The reception of this talk by a crowd that filled over half of the County Schools Building Auditorium was very gratifying. Perhaps the most gratifying aspect was at the conclusion of the presentation, the majority of the audience separated into discussion groups and continued asking questions until after 11:00 P.M.

It would be interesting to note that I received no direct or indirect indications following the presentation that anyone present considered the low-level proposal in favor over the alternate high-level scenic route.

ROBERT V. MILLER
Park Supervisor,
Brannan Island State Park

RVM:dm
cc: E. M. Whittaker

attach.

THE EFFECT ON PARK VALUES OF THE PROPOSED
LOW-LEVEL ROUTE THROUGH
EMERALD BAY AND D. L. BLISS STATE PARKS

Yesterday, my District Superintendent, Clyde Newlin, called me into his office and said, "Bob - inasmuch as you were the first Ranger assigned to Emerald Bay State Park, I would like you to drive to Fresno tomorrow to show the new Park film and present a talk regarding the proposed bridge across the mouth of Emerald Bay."

Now, most of my talks have been given in a mountain setting to groups of campers enjoying a blazing campfire. Tonight, of course, we can't have the campfire, but the topic is one that is vital to everyone interested and who has a keen appreciation for the natural beauties of our state. The natural scene of our state is a heritage that you and I can be justifiably proud.

First of all - by a show of hands - how many of you have visited Emerald Bay at Lake Tahoe? That's wonderful - almost everyone here in the auditorium. You can then appreciate the magnificent setting of Emerald Bay and D. L. Bliss State Parks.

As you know - the Division of Beaches and Parks is dedicated to providing a Public Service. One of our responsibilities is preserving the natural scene in our State Parks. We are faced at the present time with a proposal to cut a highway through two of our most beautiful parks and have a low level bridge erected across the mouth of Emerald Bay.

My purpose tonight is simply to put before you some of the effects on the Park values to this proposal.

Let me read an editorial from your own newspaper, the Fresno Bee:

Priceless Asset

"In an article in Life magazine, D. L. Bliss State Park at the mouth of Emerald Bay at Lake Tahoe is deservedly included as one of the 50 most beautiful camping places in the United States.

"Lake Tahoe itself is known universally as one of the world's great beauty spots, though people living in this area may forget its uniqueness because of familiarity.

"It is hard to understand how any responsible organization or thinking individual can support plans which would destroy or damage the rare qualities of Tahoe or Emerald Bay and D. L. Bliss Park.

"Yet there are groups working to have a bridge built across the entrance to Emerald Bay as the easiest way of enticing more tourists to drive around the lake.

"The reasoning, of course, is that with more tourists there will be more business and more money to be made serving them. The fact the proposed bridge would damage the State Park severely and mar the natural beauty of the bay apparently means little to these groups.

"Enlightened self interest should tell them a comment such as Life Magazine makes for Bliss Park is more valuable than a high speed highway. And if the bridge did exist, the Bliss Park certainly would not qualify as one of the nations 50 most beautiful camping spots."

Let us explore this thought a little further. What is the effect on Park values of a bridge at the entrance to Emerald Bay and the approach on a new low-level route across D. L. Bliss and Emerald Bay State Parks?

Against a backdrop of Alpine peaks of the lofty Sierra Nevada, D. L. Bliss and Emerald Bay State Parks preserve for public use and enjoyment miles of the most scenic shores of Lake Tahoe. This is one of the celebrated beauty spots not only of California but of the nation. For this reason conservation organizations and individuals have opposed the proposal for a new low-level highway and the bridging of Emerald Bay. On a statewide and national basis they have taken the position, as has the California State Park Commission, that all other possibilities for serving the needs of highway traffic should be fully explored before even considering the defacement of Emerald Bay and the two State Parks.

We have had repeated requests for a statement of the Park point of view. Some of the objections that have been raised against a low-level route are:

1. The approaches to a bridge across the narrows of Emerald Bay would destroy a new campground on the south bay shore. Because of steep, rocky terrain, alternative sites for relocation of the much needed camping facilities are unavailable.
2. A new low level route would bisect both parks with an expressway, making extremely difficult administration of the area for recreational purposes. The problem of noise, especially from heavy, faster moving trucks, in closer proximity to all recreational developments would destroy the restfulness of the campgrounds.
3. A low-level route, including the huge cuts, fills, and a bridge, would add another prominent scar to the scenic landscape, and therefore would encircle Emerald Bay with a ring of bulldozed hillsides which would promote additional slides.
4. The present high-level road provides the most scenic view of all Lake Tahoe and Emerald Bay. Preservation of this gem of California and Nevada scenery is of public interest to the State and Nation.
5. Engineers are proud of their profession and it has been demonstrated in the past that, given enough money, they can meet the challenge involved in designing an improvement of the existing route, making it safe for reasonable speed for through traffic as well as for the sightseers who comprise the bulk of the travel. California's outdoor recreational opportunities are now economically important enough to be considered on a par in importance with other factors in routing of roads.

6. These areas under the protection of the State Park System are protecting at least one small portion of the entire shoreline of Lake Tahoe from urbanization and commercialism. Full scale land-use and zoning studies are now being contemplated by a prominent foundation to protect the outdoor recreational qualities which are rapidly disappearing from the Lake Tahoe area.

7. Urgency in settling this traffic problem can in no way be geared to the development of a faster route for access to the Winter Olympics at Squaw Valley, for it is known that neither a new route nor improvement of the existing route can be accomplished by 1961.

As I have mentioned, there is another proposal - and one which the Division of Beaches and Parks favor very strongly, and that is to improve the scenic high level route and tunnel through that slide area that forces closure of the road during the winter months. Let me draw a few comparisons with respect to the two proposals:

1. Both the low-level route with the bridge and the high-level scenic route with a tunnel are feasible.
2. The total miles involved for the low level route is 5.72. For the high-level scenic route is 7.72 or 2.03 additional miles over the low level route.
3. The cost? Based on two lanes only is \$4,615,000 for the low-level estimate. Remember, this is based only on the two lanes - not for the four lanes which is proposed for later construction. For the high-level scenic route? \$3,770,000, which indicates a saving of \$845,000. The cost of construction tends to be an important point in this controversy. Consider this - T. Fred Bagshaw, Assistant Director, Department of Public Works, stated on February 6, 1959 that the Division of Highways will make improvement of \$1,000,000 in the present high-level route even if the low-level project is also realized. Thus, the true cost of a tunnel and approaches would be only \$3,770,000.
4. What is involved in the construction of both of these proposals? First, let us consider only the low level proposal.
 - a. Earth and gravel fill along Lake Tahoe from north point of Emerald Bay to 1.1 miles north before alignment heads west through the center of the Park.
 - b. Earth and gravel fill along Lake Tahoe from the south point of Emerald Bay to State Park line - 1800 ft.
 - c. Cut completely virgin timber forest north point of Emerald Bay.
 - d. Cut 142 plus ft. of right of way.
 - e. The bridge will be 40 ft. wide, 1410 ft. long, 50 ft. above water, connecting with fill, 50 ft. high, 120 ft. wide (minimum) for 1500 ft. north from that point.

Compare this to the proposed high-level scenic route -

- a. No fill.
- b. No appreciable change from present alignment.
- c. Tunnel-bore (1300 ft.) hidden from view.
- d. Minor cuts inland west of D. L. Bliss State Park on the new alignment.

What more can be said?

In conclusion, let me leave this thought with you -

Writing of his first sight of Lake Tahoe, Mark Twain said:
"We plodded on, and at last the lake burst upon us, a noble sheet
of blue water...walled in by a river of snow-clad peaks that towered
aloft full 3,000 feet higher still. As it lay there with the shadows
of the mountains brilliantly photographed upon its still surface, I
thought it must surely be the fairest picture the whole earth affords..."

Showing of Film, "California Holiday".

Presented by: Robert V. Hiller
State Park Ranger II

ACTUAL STATE PARK ATTENDANCE IN VISITOR-DAYS

	<u>1955</u>	<u>1956</u>	<u>1957</u>
D. L. Bliss State Park	67,049	53,335	84,957
Emerald Bay State Park	10,305*	10,461	50,132

*(New in August 1954, and facilities not yet well-known.)

ANNUAL STATE HIGHWAY TRAFFIC COUNT BY DIVISION OF HIGHWAYS

For one typical Sunday and one typical weekday, in midsummer

	<u>July 1955</u>	<u>July 1956</u>	<u>July 1957</u>
	<u>Sun. 17</u>	<u>Mon. 18</u>	<u>Sun. 15</u>
		<u>Mon. 16</u>	<u>Sun. 14</u>
			<u>Mon. 15</u>
State Sign Route 89 at point between Camp Richardson and Emerald Bay	3328	2315	1865
			1473
			3868
			2813

D. L. Bliss and Emerald Bay State Parks adjoin each other, at Emerald Bay on the southwest shore of Lake Tahoe. A major slide occurred on Sign Route 89 at the head of Emerald Bay in December 1955 (after the highway had closed for the winter), and the route remained closed throughout the 1956 season. During 1956, the developments at D. L. Bliss State Park were accessible only from the north, and those at Emerald Bay State Park only from the south. The traffic count figures were taken at a point southeast of Emerald Bay.

Tahoe Span Issues Are Parley Topic

The issues involved in the proposed construction of a 1,410 foot low level bridge across Emerald Bay at Lake Tahoe will be discussed tonight at 8 o'clock at a meeting of the Tehipite Chapter of the Sierra Club.

The meeting will be in the Fresno County Schools Administration Building auditorium at Mariposa and M Streets.

The speaker will be Robert Hiller, an official of the D. L. Bliss Memorial State Park at Lake Tahoe, one of two state parks the proposed bridge and connecting highway would bisect.

The public is invited.

The bridge is being opposed by the Sierra Club because it would cut a six mile swath through the Bliss and Emerald Bay State Parks.

Emerald Bay Span Is Called Costlier Route

McClatchy Newspapers Service

FRESNO — Robert Hiller, chief ranger of state parks in the area of Emerald Bay, Lake Tahoe, says a recently released study of costs shows a low level bridge across the bay would cost more than modernizing the present high level route.

Hiller spoke at a meeting of the Tehipite Chapter of the Sierra Club. He presented issues for and against the proposed construction of the bridge and connecting highway.

The removal of two hairpin turns and construction of two tunnels in slide areas, Hiller added, would improve the present route and make it safe.

Proponents of the low level route have stressed its low construction cost as a factor in the proposed construction.

Hiller said he is opposed to the bridge.

MacBride Says Low Level Bridge Would Ruin Emerald Bay, 2 Parks

"For the California Legislature to authorize or order the construction of a low level bridge across the mouth of Emerald Bay at Lake Tahoe without first exhausting every possibility of an alternate route would be an unforgivable mistake."

This statement was made today by Assemblyman Thomas J. MacBride (D) of Sacramento County, who is opposed to SCR 13, Berry,

which would request the state park commission to provide a right of way across D. L. Bliss and Emerald Bay State Parks and the division of highways to construct a two lane low level all year highway on the route.

Natural Beauty

"It should be the solemn obligation of every legislator and state employee to conserve and protect California's priceless natural beauty and assets

rather than destroy them," Assemblyman MacBride asserted.

"The high level view of Emerald Bay is such an asset. It is acclaimed by naturalists and commercial photographers from all over the world

Continued on page A6, col. 6

MacBride Raps Plan For Tahoe Bridge

Continued from page 1
as one of the most gorgeous lake and mountain views to be had in the United States.

"If ruining the view of Emerald Bay isn't enough, the low level bridge would also spoil two other irreplaceable natural assets of California: namely, Emerald Bay Park and D. L. Bliss Park in which the state has invested almost \$2,000,000.

High Speed Highway

"These parks have been recognized nationally as two of the finest in the country, yet in the interest of moving traffic faster through a part of our state that people come from all over the world to slow down and enjoy, the proponents of the bridge would run a high speed highway through these wonderful recreational areas.

"I don't think these parks or Emerald Bay are ours to fool around with. They belong to the entire state and nation and it is our obligation to save them for the enjoyment of future generations just as we saved our giant, historic redwoods."

The Berry resolution has been approved in the state senate and is pending before the assembly rules committee.

Committee Members

Members of the rules committee are Assemblymen Allen Miller (D), Augustus F. Hawkins (D) and Charles J. Conrad (R), all of Los Angeles County; Richard T. Hanna (D) of Orange County; Eugene Nisbet (D) of San Bernardino County; Jack Schrade (R) of San Diego County and Harold T. Sedgwick (R) of Butte County.

December 10, 1958

Mr. T. F. Bagshaw, Chairman
and Members of the
California Highway Commission

III-ED-38-B
Emerald Bay

This report supplements the report dated October 18, 1957, with respect to the development of State Highway Route 38 for all-year travel along the west side of Lake Tahoe in the vicinity of Emerald Bay. Attached for your convenience is a vicinity map showing the general location of the area involved.

I. PREVIOUS STUDIES

As stated in the October 18, 1957, report, Mr. Arthur B. Cleaves, Professor of Geology at Washington University, St. Louis, Missouri, was engaged to assist in interpreting the results of field exploration, and to make an independent study of possible high-level or low-level all-year routings. A copy of Dr. Cleaves' report, dated October 3, 1957, was included as an attachment to the report to the Highway Commission. The conclusions reached in the report of October 18, 1957, based both upon the results of the Division's studies and the findings of Dr. Cleaves were, briefly, to the effect that:

1. A low-level route including a bridge across the mouth of Emerald Bay is feasible.
2. Snowsheds at the slide location would offer no positive protection to traffic on a high-level route, because of the questionable stability of the area.
3. A tunnel through the slide area north of Bay View Rest is feasible; however, the matter of winter snow removal along the north side of Emerald Bay would remain as a problem insofar as a high-level route is concerned.

Further investigation of this latter feature was considered necessary, and it was recommended that the studies be continued to determine whether it is practical to construct and maintain an all-year high-level route along the north side of Emerald Bay. This recommendation was approved by resolution of the California Highway Commission, dated October 22, 1957.

II. STUDY OF WINTER CONDITIONS

Subsequent to the first report additional studies were undertaken with particular attention being given to winter road conditions and the problems involved in keeping the present highway open along the north side of Emerald Bay. A similar investigation was made with respect to a possible low-level route as well.

These studies, which are summarized in the attached Appendix "A", indicate that:

1. A low-level route utilizing a bridge across the mouth of Emerald Bay could be satisfactorily maintained as an all-weather, all-year highway.
2. Insofar as a high-level route is concerned, corrective measures, such as combing the rock slope on the north side of Emerald Bay, might reduce the amount of rock fall during the spring thaw, although there would still remain some risk in this regard. An even more serious consideration is the hazard of avalanches, which will continue to exist at the known slide locations, for which it is believed there is no practical solution. Consequently, there can be no guarantee that this road could be kept open year-round.

III. COMPARISON OF ALTERNATES

The two alternate lines considered are shown on the attached project map (Exhibit I), and are described briefly as follows:

Alternate "A", the low-level route, begins at Tallac Creek, heads in a northerly direction, passes through Emerald Bay State Park and crosses Emerald Bay with a 1,410-foot bridge at its mouth. It continues northerly into Bliss State Park, follows the steep cliffs on the west side of Lake Tahoe to join the existing alignment approximately 1/2-mile north of the north boundary of the park. This line can be developed to 4-lane divided expressway standards.

Alternate "A" passes through existing campgrounds and from field inspection it appears that the affected facilities are not extensive, and that reasonable adjustments can be made. Further discussions and negotiations with the Division of Beaches and Parks would be necessary in this regard.

December 10, 1958

A further refinement of Alternate "A", which would provide a more direct routing between Cascade Creek and a point on the existing highway midway between Taylor Creek and Tallac Creek, was considered. This would save approximately one-half mile in distance; however, this alternate would not provide as satisfactory service to the present home and campsite development along the south and westerly side of the existing highway. This alignment was also considered disruptive to planned park development through the Tallac Creek area, and was consequently eliminated from further consideration.

Alternate "B" begins at the same point in the vicinity of Tallac Creek and generally follows the existing alignment to the end of the project, at one-half mile north of Bliss State Park. Major realignment would be necessary at the beginning of the project from Tallac Creek to Bay View Rest. A 1300-foot tunnel, conforming generally to the recommendations contained in Dr. Cleaves' report would be utilized in the slide area. New alignment is also proposed at the most northerly 1.7 mile portion of the project from approximately the south entrance of Bliss State Park to the end of the project. This change in the present alignment would be necessary to obtain an acceptable grade standard. Alternate "B" is not adaptable to 4-lane construction.

Comparative engineering and economic data pertinent to each of the lines is as follows:

	<u>Alternate "A"</u>	<u>Alternate "B"</u>
Length	5.72 miles	7.75 miles
Estimated Average ADT 1965	2,525	2,525
Total Cost	\$4,615,000	\$4,770,000
20-Year User Savings	\$9,613,119	\$3,752,390

Present ADT (1957) - 2100

Summer ADT (1957) -- 3500

The foregoing estimate of cost for Alternate "A" is based on a 32-foot all-paved roadway section with a 1,410-foot by 40-foot bridge across the mouth of Emerald Bay.

December 10, 1953

The estimate of cost for Alternate "B" is based on a 32-foot all-paved section with a 1300-foot by 28-foot tunnel under the slide area.

IV. CONCLUSIONS

There is a great demand for construction of an all-year route on the west side of Lake Tahoe. As U.S. Highways 40 and 50 are improved to freeway standards to meet the needs of expanding population and traffic, there will be an increased demand to keep Route 38 open all year along the west side of Lake Tahoe.

On the basis of engineering criteria the low-level alternate is unquestionably superior, and economic considerations, construction cost, and highway user-savings also favor this route.

The most important consideration, however, is that all-year operation can be provided along the low-level route with reasonable certainty, while such cannot be said for development along the alternate high-level route.

The low-level route also permits ultimate expansion to 4-lane expressway standards to conform to planned development north and south of Emerald Bay. On the other hand, a 4-lane development along the high-level route at Emerald Bay is impractical.

It is probable that construction of the all-year low-level route at this location cannot be undertaken within the next few years, because of the necessity for the construction of portions of U. S. 50 in El Dorado County where traffic volumes are higher, and relative needs are greater. It is also believed that because of the scenic value, there will always be a need for a highway leading to the upper end of Emerald Bay. It, therefore, appears that some type of interim improvement along the existing highway is warranted. Such a project involving the realignment and reconstruction of the most critical portion between Tallac Creek and Bay View Rest is estimated to cost \$1,000,000 for construction of a 26-foot all-paved section. This improvement would relieve the present maintenance problem.

V. RECOMMENDATIONS

1. That the Division of Highways proceed with planning for development of an all-weather low-level route, utilizing a bridge across the mouth of Emerald Bay, as shown on the attached Exhibit I, initial construction to be on the basis of a 2-lane highway with right of way wide to accommodate an ultimate 4-lane expressway.

Mr. T. P. Bagshaw
and Members
California Highway Commission

-5-

December 10, 1958

2. That further consideration be given to the interim improvement along the general location of the existing 2-lane highway between Tallac Creek and Bay View Rest, at an estimated cost of about \$1,000,000.

(Original signed G. T. McCoy)

G. T. McCOY
State Highway Engineer

Attachments

Appendix "A"
Exhibit I
Exhibits II through VI
(Pictures)

REPORT NO. 10

STUDY OF WINTER CONDITIONS AT EMERALD BAY

To facilitate "on the ground" inspection, a one-way road was opened through the snow in March of this year (1958) from Bliss Park to the 1955-56 major slide area south of Eagle Falls Creek. Snow depths averaged from 4-1/2 feet at the entrance to Bliss Park to 5-1/2 feet at Eagle Falls. A snow slide about 14-feet in depth covered the road just north of the major earth and rock slide of 1955-56. The opening of the one-way road required four days.

A glacial till extends from the vicinity of Eagle Falls Creek to approximately 3/4 of a mile north. Most of the cut-bank through this area was found to be frozen and there was considerable runoff between the roadway and the top of the cut. Although rock fall was not excessive at the time of this inspection, there were numerous rocks up to two feet in diameter encountered on the roadway. These conditions are illustrated in the attached photographs, Exhibits II and III.

Within a period of two weeks following the inspection, the area between Eagle Falls Creek and the major slide area to the south was filled by six separate snow slides, three of which extended across the road to the slope down to Emerald Bay. The slides varied in depth from 12 feet to 16 feet. Pictures of these slides are included in the attached Exhibit IV.

Further observations were made during the latter part of April and the beginning of May when operations were undertaken to open the road to all traffic.

Several new snow slides were evident along the portion from Eagle Falls Creek south to the major rock slide area. The largest of these was about 30 feet in depth and 150 feet in length.

An avalanche of major proportions had taken place some time in April in the area near Old Vikingsholm road north of Eagle Falls. This avalanche had knocked down trees and continued almost to the shore of Emerald Bay. It has been several years since the last slide occurred at this location; because of the severity of the avalanches which have occurred, however, it is potentially the worst snowslide area in the vicinity, and would be a constant hazard to winter operation.

Less rock fall was observed along the glacial area north of Eagle Falls than on any openings in prior years. This is believed to be due largely to the reconstruction and maintenance of a heavy rock wall along the toe of the cut bank, and to the fact that during the past three years the loose rocks have been combed from the cut bank during the opening operations.

An inspection of the shoreline was also made during the opening period to determine snow conditions along the possible low-level route. It was found that the snow had melted along the edge of the bay and the lake, as shown in Exhibits V and VI, indicating that snow removal would be less of a problem along this line. Snow removal problems through Bliss State Park and through Emerald Bay State Park along a low-level route would be quite similar to those on other sections of Route 38 along the shore of the lake. There are no avalanche areas on this portion, and the depth of snow during the winter months is nominal.

PROPOSED PROJECT

VICINITY MAP
Between Talloc Creek and 0.5
Mile North of D.L. Bliss State Park
III-ED-38-B,C

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT III

Scale — 0 10 20 30 40 50 MILES

Routing Not Determined

Routing Not Determined



EXHIBIT II

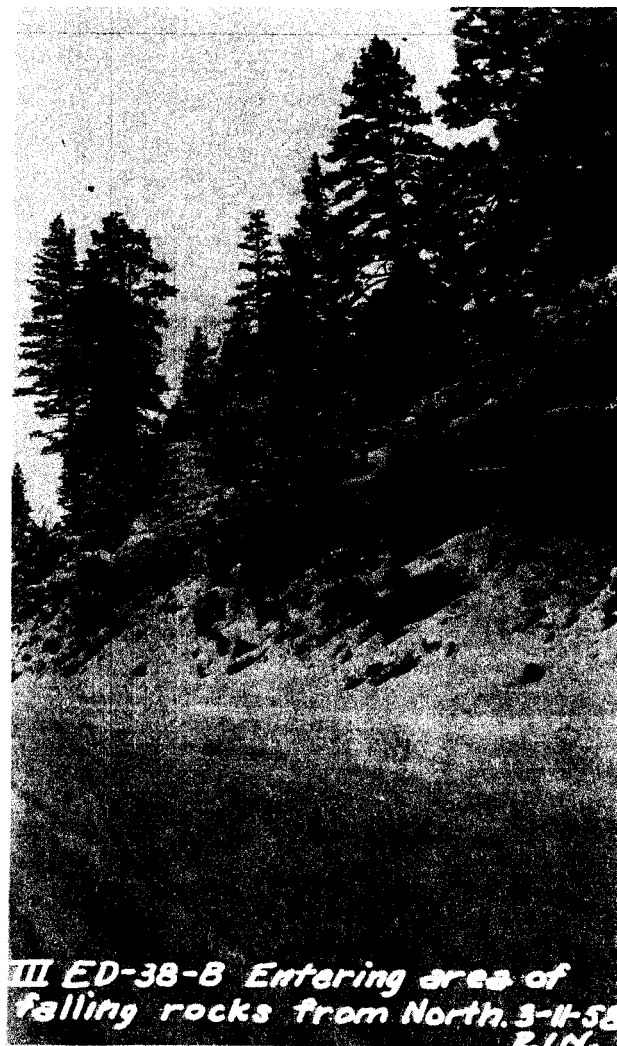
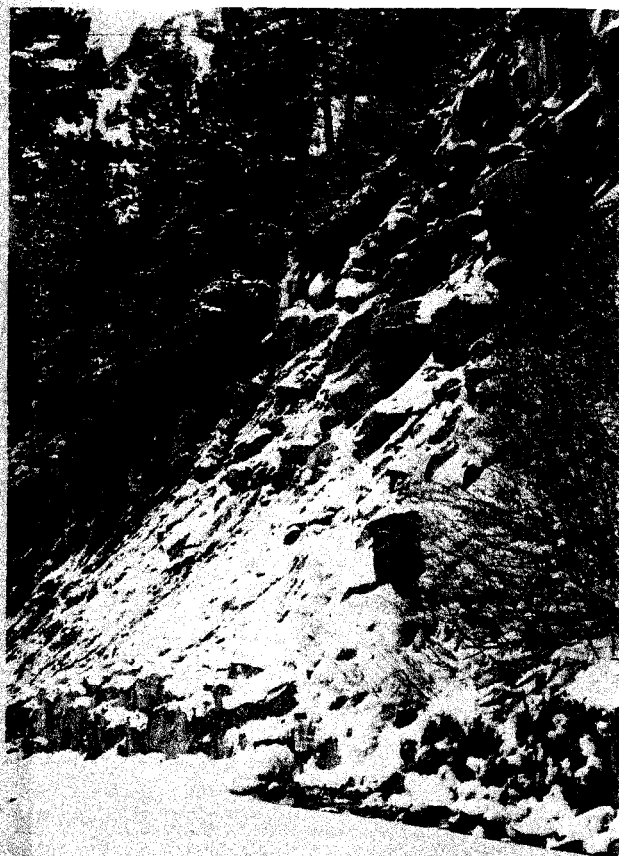
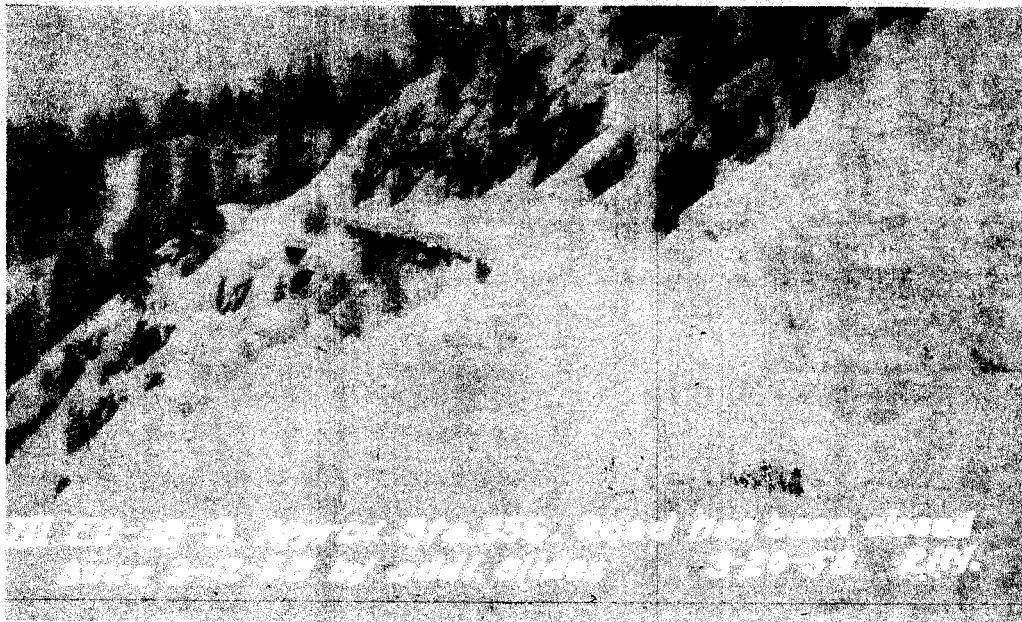
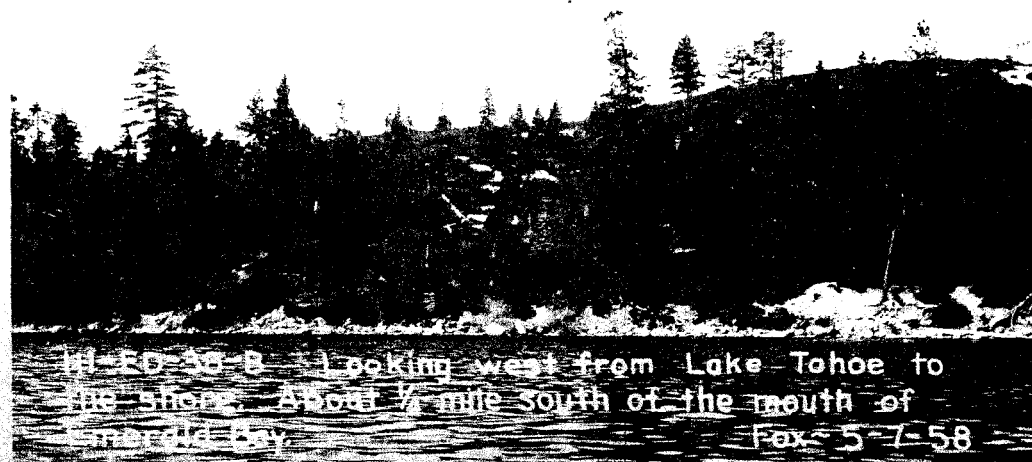
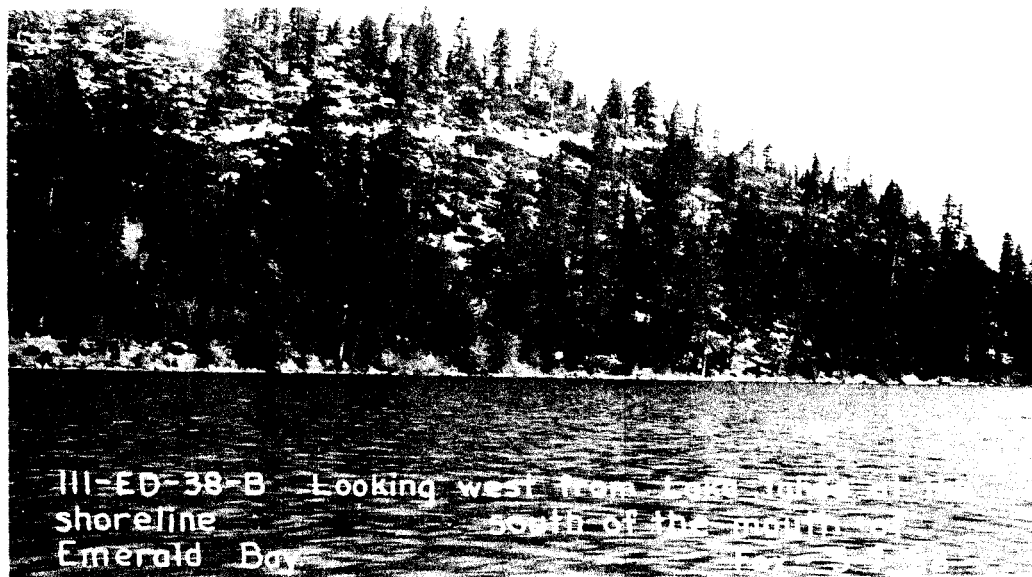
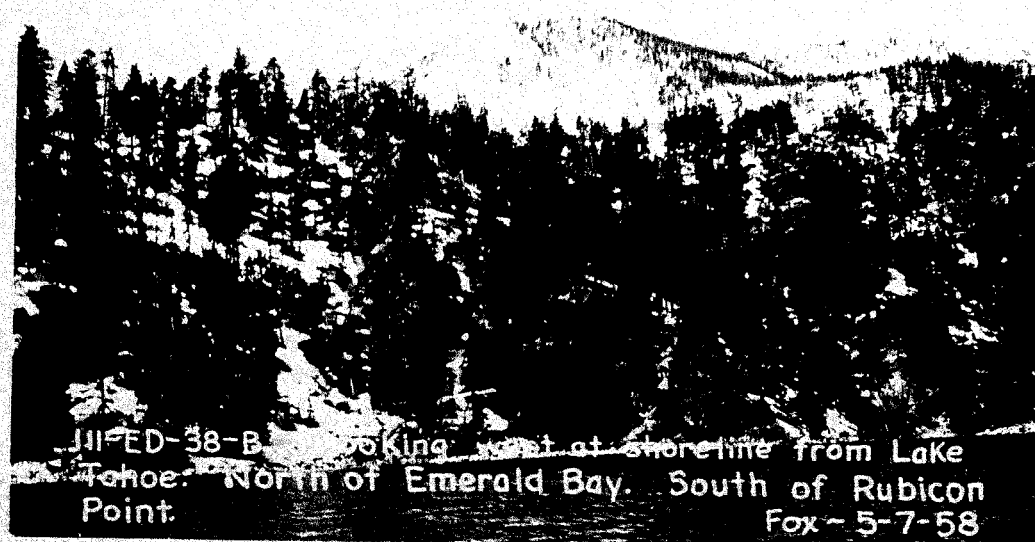
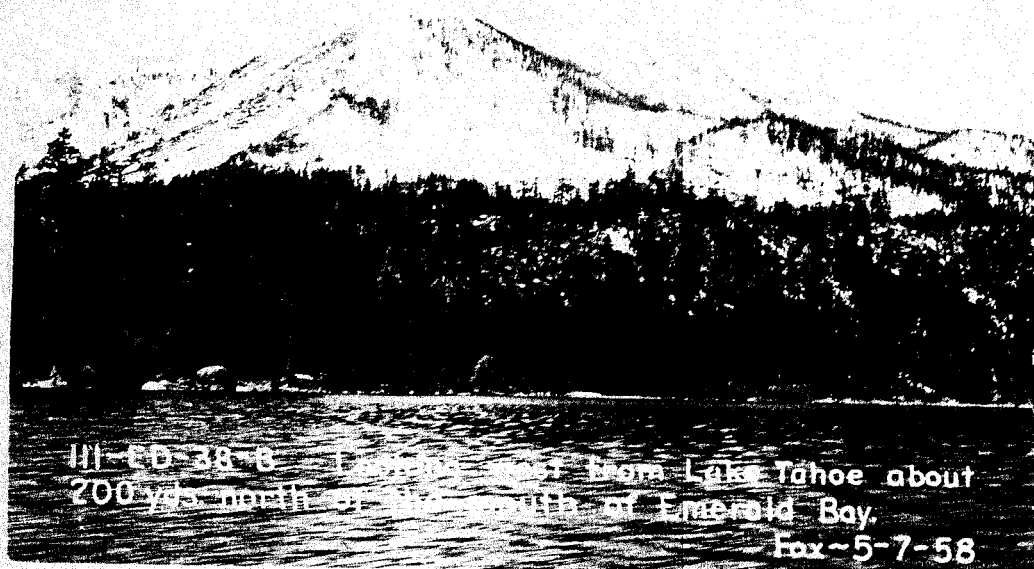
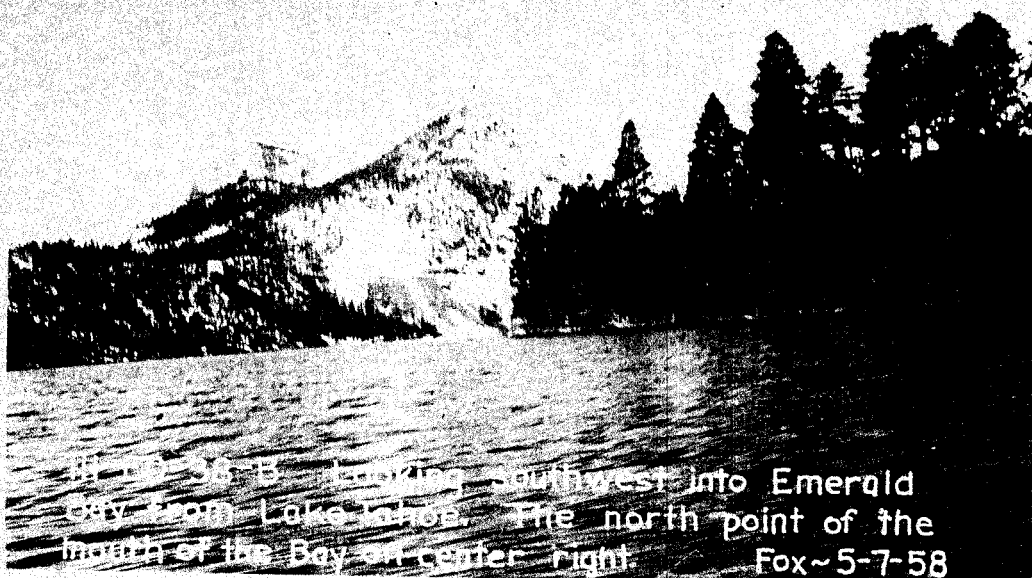


EXHIBIT III



EXHIBIT IV





RECEIVED
OCT 14 1957
PLASTERING WORK

Service Agreement: No. MR-106

St. Louis, Missouri.
October 3, 1957.

Subject: Landslide, Emerald Bay,
Lake Tahoe, California.

To: Mr. G.T. McCoy, State Highway Engineer

Att'n: Mr. F.N. Hveem, Materials & Research Engineer

From: Arthur B. Cleaves, Consulting Geologist

1.- INTRODUCTION

This report is the second made of the landslide area at the head of Emerald Bay, on the west side of Lake Tahoe (T 13 N, R 17 E, Sec.28). A preliminary report was made as the result of an investigation conducted during the period July 23-24, 1957. Since that time certain core borings have been completed and a second field examination has been made, on September 23-24, 1957.

On this second field investigation the writer was accompanied by Mr. A.W. Root, Supervising Materials and Research Engineer, Mr. T.W. Smith, Senior Materials and Research Engineer, and Dr. Parker D. Trask, a consulting geologist from the University of California

At the risk of being redundant several of the following paragraphs are more or less identical with the preliminary report. This is done so that the reader will not have to refer constantly to the earlier report.

2.- PURPOSE

The purpose of these investigations has been to ascertain the feasibility of a safe, all weather route through the slide area utilizing either an open road; one protected by a snow shed; or by the construction of a 1,100 to 1,500 foot tunnel. A secondary purpose involved the practicability of a "low-level" route close to the west shore of Lake Tahoe, and including

a bridge across the mouth of Emerald Bay.

3.- HISTORY AND APPEARANCE

The first recorded movement of this slide took place late in the winter of 1953, and the second, and major movement occurred in the winter of 1956. Because there are no known witnesses to these slide movements the duration of each slide is a matter of conjecture. Nevertheless, the general appearance of the slide mass and the details of these investigations suggest that at least the major movement was of the avalanche type. It is definitely NOT the typical slump type of slide characterized by a semi-circular scarp at the head and an arc type slip-plane beneath. The movement was a sliding and tumbling one with no backward rotated, segmented units within the slide mass.

4.- DEBRIS MANTLE AND MOVEMENT

Because of the type of slide movements and these investigations it is considered doubtful if the debris mantle in the area above the present roadway has a thickness of over fifty feet. Because of the variabilities in this thickness it is thought that an overall average will be between fifteen and twenty-five feet. Approximately 200,000 cubic yards of debris are reported to have been removed in order to open the road after the 1956 slide. This operation necessitated the creation of many "dozer" benches over the upper slide surface. The majority of these are sloped northward and today mask to a considerable degree the detailed directional courses of the debris "streams".

5.- Below the highway the debris "cones" are largely veneered by the 200,000 cubic yards of slide material cleared from the area above the road. Nevertheless, it is quite obvious that in its progress downslope the tumbling and sliding debris split, north and south of a "resistant" granite mass which may be observed as island-like masses just above and

just below the highway. These rock "islands" are severely shattered and superficially at least, disturbed, but nevertheless sufficiently firm to have split the avalanche and probably prevent a section of the road from having been carried away. A future slide movement might cause the failure and destruction of these "island" masses.

6.- GEOLOGY

The bedrock in place in the area of, and as debris within the slide mass consists of a medium-grained granite. This granite has been severely affected by tectonic (mountain building) movements related to the formation of the Lake Tahoe graben and the Sierra-Nevada Mountains origin.

7.- The rock at the head of Emerald Bay is characterized by very severe faulting and jointing. Accompanying the fracturing and slipping of the granite, "crush" zones developed between many of the joints and probably also between some of the faults. Within these crushed zones weathering has facilitated the decomposition of the feldspar minerals in the granite so that in many places it may easily be excavated with a pick and shovel. The entire nose of the mountain spur immediately south of the slide area is a large scale example of such decomposition. Within this spur the planes of faulting and the master joint system may be observed and measured. Just north of the immediate slide area no such crushed and decomposed zones exist except in a very minor degree. Consequently, in the slide area proper an intermediate condition exists where there are localized zones of solid rock, and crushed and decomposed rock.

8.- The faults in the Emerald Bay slide area are undulating in character and vary in strike from N 45° W to N 59°W (uncorrected for magnetic declination). The dip of these faults varies from 34°NE to 43°NE. Within the slide area proper the planes of faulting pass beneath the "island-like" granite masses that split the avalanche of debris, hence one reason to

doubt their permanent stability and resistance against future movements.

9.- The principal joints show a strike varying from N 68°E to N 75°E (uncorrected for magnetic declination) and a dip of 70° to 71° SE.

10.- The measurements of the fault surfaces and the joints in the "island masses" within the slide area do not agree with the average measurements taken outside of the disturbed area, hence reason to believe these masses have been crushed and moved to some degree, by the slide forces.

11.- These data demonstrate beyond any question of doubt that the slide debris rests on strongly faulted and fractured granite containing crush zones. Consequently, any tunnel operation, or rock backwall and footings for a snow-shed will be in "blocky and seamy" rock with crush zones equivalent to (possibly) "running" ground.

12.- SNOW SHED CONSTRUCTION

The feasibility of constructing a snow shed in the slide area with any assurance of security is given less than a 50 - 50 chance of permanency. For reasons discussed below it is not recommended.

13.- The only type of snow shed considered after the original investigation was more or less the Swiss type. This involves a reinforced concrete structure, anchored to bedrock both through the footings and along the backwall. The roof is a reinforced, prestressed concrete slab inclined about 15° downslope. It would be mantled with soil overburden of a minimum thickness of about 5 feet. In addition, because of the roadway width, a row of center supports would be necessary. In addition the backwall of the shed would have to be bolted to rock and the rock itself would have to be rock-bolted because of its faulted and fractured condition. Considerable excavation into the rock would be required and this to a depth insuring firm rock beneath the mantle of slide debris.. In addition, it is believed that the slide debris above the road would have to be cleared to an average

depth of about 15 feet and this might cost as much as \$4.00 per cu. yd., providing that a contractor would bid on it. Assuming that sound rock is present, and that no unforeseen complications develop, the slide debris excavation would amount to some \$600,000 and the snow shed excavation to maybe \$50,000 more. Hence, \$650,000 is spent before the snow shed is built. The latter might be built for \$300,000 but for the fact that complications are present strongly indicating that the northernmost 100 feet of shed has less than a 50 - 50 chance of surviving another major slide.

14.- In this 100 foot section which we call the "chute area", station 248+00 to 249+00, a great mass of slide debris funneled downward in the 1956 slide. It is bounded on the north side by large expanses of smooth, steeply dipping fault surfaces, and on the south by the upper, so-called "stable island". Recent debris from high up on the slide area has bounded and slid several hundreds of feet down this "chute area". Because of its depth, unknown, but probably in excess of 50 feet, especial construction to afford security of the snow shed would be required, and this cost may be prohibitive. Even then there is no assurance of its success. Assuming that snow shed construction might be approved additional precautions would be necessary; the benching of the upper slide area so the benches slope southward instead of northward, as at present; and either benching of the fault plane surfaces or the construction of south inclined baffles on them to direct debris and snow slides away from the "chute" area.

15.- From the foregoing discussion it is apparent that the cost of a snow shed, including all of the attendant costs, and without substantial hope of permanent security, the costs are probably in excess of 1½ million dollars. In addition, and because the construction season is short, it is inevitable that snow shed construction involves closing of the road through several

seasons. In view of all these factors snow shed construction is Not recommended.

16.- TUNNEL CONSTRUCTION

An open road in the slide area is certain to entail steady maintenance, the removal of more major slides, and a positive hazard to the travelling public. Snow shed construction involves the closing of the highway through several seasons, and affords no positive expectation of security because of the dangers of the "chute area". Furthermore the cost would approach or equal that of a tunnel. Therefore, the situation is reached where the only reasonable decision (in this writer's opinion) rests between the construction of a tunnel or the selection of the "low-level" route and bridge at the mouth of Emerald Bay.

The tunnel is estimated to be about 1,100 feet long, mostly on tangent and with a grade of about 7%. It requires a curve near the southern portal where the present highway is joined. This means that lighting may be necessary. All indications are that such a tunnel, as conceived by the Division of Highways, would be beneath all active elements within the slide area, hence safe for year around operation.

The cost of tunnel construction lies somewhere between \$1000 and \$1500 per lineal foot.

17.- Whereas this writer thinks in terms of a concrete-lined tunnel that does not mean that complete lining is essential. Obviously the portal areas should be lined. Possibly between 10% and 20% of the tunnel will be in granite "crushed" zones, or in fault or joint zones where lining will be essential or desirable. In such sections the contractor will doubtless have to place arch ribs and posts as temporary roof supports. These may later become incorporated in the tunnel lining. Eighty to ninety percent

of the tunnel will be in blocky (fractured and broken) granite. This rock, it is believed, can be secured by rock-bolting so that concrete lining in such sections may not be essential. An occasional set of timber bents, or roof supports, may be required in local areas.

Although some water is observed seeping from the slide, and broken granite near station 248+00, both at road level and about 20 feet above the road, water is not anticipated to offer any serious tunneling problem. Naturally, it must be picked up and carried away in a tunnel drain, just as special drainage installations will be necessary at the tunnel south portal. Here the snow melt water must be removed before it enters the tunnel where icing conditions must be eliminated insofar as possible. The highway grade and tunnel curvature emphasize the importance of this feature.

18.- The construction of a tunnel eliminates the necessity of removing the slide debris above the roadway except in such areas where tunnel protection is needed at the portals. Inasmuch as preliminary planning indicates the portals would be outside of the slide area this problem may not arise.

It is also believed that once the tunnel is driven beyond the portal areas, some sort of one-way traffic can be maintained past the slide area. Of course this would slow down the contractor's operations but is, nevertheless, a factor to be considered.

19.- LOW-LEVEL BRIDGE ROUTE

The proposed line of a low-level bridge route close to the west shore of Lake Tahoe with a bridge across the mouth of Emerald Bay was reexamined. Putting aside all other considerations except those of engineering practicability and highway maintenance this is unquestionably the better route.

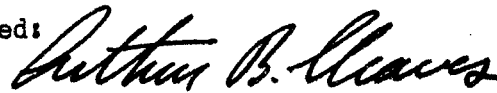
The first cut north of the flat point of land at the mouth of

Emerald Bay is through a boulder moraine but there is ample room here to flatten the cut slopes and leave wide shoulders so that boulders would not prevent snow clearance with rotary plows. In contrast, on the present route upslope from Eagle Falls for several hundred feet, north and south of station B-331+47, the water saturated boulder moraine there cannot be touched without inviting a slide of major proportions. Still further northward upslope between stations B-336+47 and 338+80, and north, some width might be gained - up to ten feet - by cutting into the boulder moraine. It is thought this widening might serve chiefly to gain shoulder width.

Where the granite cliffs north of Emerald Bay have to be skirted there is a bench along the edge of the lake just below water level that appears entirely satisfactory to support the fill necessary in these areas. The rock in the cliffs appears sound and susceptible to rock bolting in places where such operations might be desirable.

The alignment of the low-level route is excellent and necessitates only very gentle curvature. On the other hand the length of this route indicates a construction period involving several construction seasons and a cost considerably in excess of the boring of a tunnel and the other highway corrective measures contemplated on the high-level route.

Signed:



Arthur B. Cleaves
Consulting Geologist

Mr. Frank L. Durkee, Chairman
and Members of the
California Highway Commission

October 18, 1957

III-21-38-B

Emerald Bay

There are presented herein a report and recommendation with respect to development of State Highway Route 38 for all year travel on the west side of Lake Tahoe in the vicinity of Emerald Bay.

1. Winter Closures of Route 38

For more than 25 years U. S. 40 - the Donner Summit Route, and U. S. 50 - the Echo Summit Route, have been kept open for winter travel except during abnormal storm periods. However, it has never been possible to keep Route 38 (the north-south connecting route in California) open in the vicinity of Emerald Bay, even in the mildest winters.

Travel between Bays "Y" at the south end of the lake to Tahoe City must be by way of the Nevada side, a distance of 44 miles instead of the 28 miles via Route 38 in California. The daily summer traffic is less than 2000 vehicles.

The extremely precipitous slopes above the highway in the vicinity of Emerald Bay, with attendant snow avalanche conditions, have precluded winter clearance of that section. Snow removal is regularly accomplished to within two miles south of Emerald Bay and to the Bliss State Park entrance north of the bay.

During the last 15 years, except for the two most recent years when the slides at Emerald Bay prevented clearance, the road has been blocked to traffic an average of 5-1/2 months per year. It is usually closed by the first major snowfall in late November or early December and remains closed until late April or early May.

Even in normal years, prior to the recent slides, snow removal in the Emerald Bay area has been hazardous. The life of one snowplow operator was lost a number of years ago in a snowslide just north of the present rock slide

Mr. Frank L. Durkee and Members
California Highway Commission

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area. (In 1956 an employee of the highway contractor was killed in the start of rock slide removal.)

The potential danger of rocks released from the steep slopes above the highway by freezing and thawing action or rainfall has made the Division reluctant to open the highway to public travel early in the spring. For that reason and also for snow removal economy, clearing activity was deferred until only a relatively short section of deep snow remained.

The difficult snow removal problem at Emerald Bay is not confined to the slide area immediately north of Bay View Rest. The entire north side of the Bay from near Eagle Falls to the entrance of the Emerald Bay Resort is also a hazardous area. Past history of snow avalanches and large boulders found on the roadway in spring snow clearance make all year safe travel questionable.

II. Major Rock Slides

A minor rock slide occurred in the 1952-53 winter but was removed without unusual difficulty and the route was opened to traffic on May 6, 1953.

On November 15, 1955, the route was closed by snow. Sometime during the latter part of December and subsequently, land slides occurred at the same location north of Bay View Rest. This was a major slide and required costly removal of some 200,000 cubic yards of material. It was a most difficult and dangerous piece of work and it was not possible to open the route until November 3, 1956. The route was again closed by snow and a minor slide on December 4, 1956, and remained closed until March 30, 1957.

III. Division Studies for Permanent Solution

In view of the ever potential danger to the traveling public and to highway maintenance crews, the Division had given some consideration to possible permanent solutions. It was obvious that construction of an all-year road with adequate guarantee of safety would be very expensive. It was equally obvious that the amount of money required could scarcely be spared in the near future because of other more critical needs. When an estimate was requested of highway improvements in the area for use by the 1960 Winter Olympics, the Division recommended in its report to the Commission dated November 14, 1955, that no commitments be made as to

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Improvement of the Emerald Bay section until Division studies were completed.

It was the intention of the Division to make complete feasibility studies of a high-level route, such as the existing route, by employing snowsheds or tunnel construction, and of a low-level route via a bridge across the mouth of Emerald Bay.

Subsequent to that report the major slide closed the highway for an entire year. After being open only one month it was again closed by winter conditions and was not reopened until March 30, 1957, as previously mentioned.

During all of this preceding period it was not possible to obtain sufficient data on which any conclusion might be based as to stability of the slide area, except that it appeared the original roadway was undisturbed.

The size of the slide area and its steepness, plus the evident mixture of materials, made it questionable whether core drilling was a feasible or reliable method of exploration.

It was decided to first try geophysical methods, including the use of both seismic and resistivity equipment. After a thorough trial it was concluded that neither adequate nor reliable data could be obtained by those methods.

Despite the hazardous nature of the work, and the possible unreliable nature of some of the borings due to encountering large fragments of granite in the slide, it was necessary to utilize the slow, costly core drilling process.

At the same time it was decided to employ a consulting geologist to assist in interpreting the results of field exploration of the slide and to make an independent geological study of the two possible highway routings.

Dr. Arthur B. Cleaves, professor of geology at Washington University, St. Louis, Missouri, a consulting engineering geologist of world-wide reputation and experience, was engaged. A copy of Dr. Cleaves' report, dated October 3, 1957, is attached.

During the conduct of this geological and engineering study the Division had been requested by Dr. Parker L. Trask, consulting geologist from the University of California, retained by the Sierra Club, to make available test data resulting from Division explorations. This was done and

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Dr. Frask accompanied Dr. Cleaves and the Division representatives on the final field exploration and observance of drilling operations at Emerald Bay on September 23-24, 1957.

IV. Conclusions

The Division of Highways is in agreement with Dr. Cleaves' opinions as expressed in his report and concludes that:

- (1) Snowsheds at the slide location are not recommended because of questionable stability of the area.
- (2) A tunnel through the slide area is feasible, but costly, and there would still remain the problem of winter snow removal along the north side of Emerald Bay.
- (3) From geological and engineering standpoints the low-level route, including a bridge across the mouth of Emerald Bay, is feasible.
- (4) If it were found possible to maintain an all-year highway along the north side of Emerald Bay without unusual construction costs, it is estimated that a modern two-lane highway for the 7.6 miles from Wallace Creek to 0.5 mile north of Bliss State Park (including an 1,100-foot tunnel under the slide area) would cost \$4,400,000 including rights of way. This route, from Bay View Rest to 1.7 miles northerly (around Emerald Bay) would not be capable of expansion to four lanes at reasonable cost. However, the northerly 3.1 miles from 1.7 mile north of Bay View Rest to 0.5 mile north of Bliss State Park (where the low-level route rejoins the existing highway) is on fair alignment and grade. Reconstruction of that 3.1 mile section could be deferred for a number of years, thus deferring expenditure of some \$870,000 estimated cost.
- (5) Construction of a modern two-lane highway on a low-level route between the same termini, including a bridge across the mouth of Emerald Bay, is estimated to cost approximately \$5,000,000 including rights of way. If future traffic growth required, this route could be expanded to four lanes at reasonable cost. This route would pass through Bliss State Park, and considerable opposition has already been expressed to such a location.

October 10, 1957

(6) In view of the costs involved in developing either the high or the low-level route, it is apparent that neither could be undertaken in entirety and completed within the next few years. To do so would require taking funds from projects providing far greater traffic service.

V. Recommendations

(1) That the Division of Highways' studies be continued to ascertain whether an all year high-level route can be improved and maintained along the north side of Emerald Bay, now that it has been concluded that a tunnel under the slide area is feasible.

(2) That construction be programmed immediately at an estimated cost of \$950,000 for construction plus \$60,000 for rights of way for a 2.8 mile modern two-lane highway from Tallac Creek to Bay View Rest on the present highway. Such a project would be of great benefit to traffic in the six months or more that the route can be kept open each year under normal conditions. The project would be a permanent part of a high-level route if such a development is found to be the ultimate routing. It will be a very useful part of the State highway system for the period of years before construction of a low-level route, if it is finally found that a high-level route is not feasible because of the north slope problem. In any event, the improved route to Bay View Rest would afford access to the inspirational view from the west edge of Emerald Bay State Park, and would always be of public use.

(3) That the proposal for immediate improvement of the routing south of Bay View Rest should not be considered as any assurance or encouragement that the route can be kept open around Emerald Bay for the 1960 Olympics or any other winter. With the potential rock slide danger and the unusually hazardous snow-slide conditions, all year highway operation cannot be expected through the Emerald Bay section.

(4) It should again be emphasized that no decision has as yet been reached with respect to the permanent solution of this problem.

G. T. McCOY
State Highway Engineer

THE EFFECT OF A NEW ROUTE TO A LAKESIDE
AT THE EXISTENCE OF A HIGHWAY AND A BRIDGE
ON A NEW LOW-LEVEL HIGHWAY TO THE LAKE AND EMERALD BAY
STATE PARKS

Against a backdrop of scenic beauty of the lofty Sierra Nevada, D. L. Bliss and Emerald Bay State Parks preserve for public use and enjoyment 5.3 miles of the most scenic shores of Lake Tahoe. This is one of the celebrated beauty spots not only of California but of the nation. For this reason conservation organizations and individuals have opposed the proposal for a new low-level highway and the bridging of Emerald Bay. On a statewide and national basis they have taken the position, as has the California State Park Commission, that all other possibilities for serving the needs of highway traffic should be fully explored before even considering the de-facement of Emerald Bay and the two State parks.

We have had repeated requests for a statement of the park point of view. Some of the objections that have been raised against a low-level route are:

1. The approach to a bridge across the narrows of Emerald Bay would destroy a new campground on the south bay shore. Because of steep, rocky terrain, alternative sites for relocation of the much needed camping facilities are unavailable.

2. A new low-level route would prevent both parks with an express-way making extremely difficult administration of the area for recreational purposes. The problem of noise, especially from heavy, faster moving trucks in closer proximity to all recreational developments would destroy the restfulness of the campgrounds.

3. A low-level route including the ramp cuts, fills, and a bridge would encircle Emerald Bay with a ring of bulldozed hillsides which would promote additional slides.

4. The present high-level road provides the most scenic view of all Lake Tahoe and Emerald Bay. Preservation of this gem of California and Nevada scenery is of public interest to the State and Nation.

5. Engineers are proud of their profession and it has been demonstrated in the past that, given enough money, they can meet the challenge involved in devising an improvement of the existing route, making it safe for reasonable speed for through traffic as well as for the sightseers who comprise the bulk of the travel. Rock and snow sheds, which have been suggested, have proved successful in Washington and in Europe on routes such as this. Even if improvement of the existing route would be at a greater cost than a new low-level route (which is doubtful), recreationists claim the price is worth it. California's outdoor recreational opportunities are now economically important enough to be considered on a par in importance with other factors in routing of roads.

6. These areas under the protection of the State Park System are protecting at least one small portion of the entire shoreline of Lake Tahoe

from urbanization and commercialization. Full scale land-use and zoning studies are now being contemplated by a prominent foundation to protect the outdoor recreational qualities which are rapidly disappearing from the Lake Tahoe area.

7. Urgency in settling this traffic problem can in no way be geared to the development of a faster route for access to the Winter Olympics at Squaw Valley, for it is known that neither a new route nor improvement of the existing route can be accomplished by 1961.

5-11-57

1968

Wednesday June 19, 1968 Love Labor

Emerald Bay Bridge Remains Key Question

Are federal and state governments trying to "slip one by" having Emerald Bay designated as a natural landmark?

According to El Dorado County Supervisor Jerry Martin, they are.

Martin said involvement of the U.S. Department of Interior at Emerald Bay "means one more agency we will have to fight to build a bridge across it."

"Right now we're waiting to hear from the State Beaches and Parks board on what'll happen. Right now, it doesn't look like anyone knows what's going on," Martin said.

The government proposal, sought by the California Department of Parks and Recreation and U.S. Parks Service first came to a head at the El Dorado County Board of supervisors meeting earlier this week.

Robert Moore, assistant regional director of the U.S. Parks Service in San Francisco stated the proposal does not involve federal ownership or any federal control over the site.

Moore added that the program gives federal identification and national recognition to locations of national significance.

"We've been fighting for a bridge for about 10 years now," Martin said.

"The people around the lake want it, but I believe once the federal government gets involved and gets jurisdiction in the matter, there will be just that

much more red tape to cut through," he added.

According to Martin, it takes 11 hours to get snow plows through so people can get through around the bay in the winter.

city, the people are almost cut off during that time," Martin said.

A spokesman for the California Division of Highways said cost estimates of the bridge are still being compiled, and

that "additional studies are being made now, as well as the updating of previous estimates."

The proposed bridge would be approximately 5.7 miles across the bay, according to the high-

way department.

In fact, the spokesman said, "it may not even be a possibility for Emerald Bay."

Mr. Meyer

1767

28 Oct. 67

Emerald Bay Question: Road Span Or Tunnel?

By Kenneth G. Payton
Bee staff writer

EMERALD BAY, Lake Tahoe 1936, approximates the existing —Either a tunnel through the alignment, but very little of the scenic mountainside overlooking present highway would be used. Lake Tahoe or a bridge across The four alternatives include a Emerald Bay appear as the only tunnel through the existing slide alternatives if a proposed ex-area on the southwest edge of pressway is built here. Emerald Bay and snow sheds

State Division of Highways north of the tunnel. aides and other officials toured One variation would utilize an Calif. 89 from South Lake Tahoe approach up the Cascade Lake to Homewood yesterday with side of the ridge behind the bay members of the Assembly Com- and a tunnel under the ridge to mittee on Natural Resources, connect to the existing align- Planning and Public Works ment just south of Eagle Falls pointing out five different routes Creek. from Tallac Creek on the south to a half-mile north of Bliss State Park.

The other 20 miles of express- Any high line route would wipe out the Eagle Falls Camp way projected for completion in ground and the vacation homes on the north ridge because the about 10 years, already have proposed four-lane right-of-way would require a massive the mountain.

E. W. Blackmer, district advance planning engineer, Division of Highways, said four alternate routes around Emerald Bay, following the general alignment of today's road, call for as much as two miles of tunnels and snow sheds near the Eagle Falls Camp ground. The fifth alternative is across a bridge at the mouth of the bay.

In any event, the cost of a new all-weather road is bound to be high due to conservationists who seek to preserve Tahoe's scenic value.

The proposed bridge would pass through the eastern edge of Emerald Bay Shore Park, cross the bay at its mouth and continue into Bliss State Park, following the east slope of the steep cliffs until it passed through a saddle near the center of Bliss Park and the existing roadway.

The high line route, which has been under study since early

SAC TO BEE

27 Oct. 67

4-Lane Scenic Route Appears Sure For Tahoe's West Shore

Page 1

By Kenneth Payton
Bee Staff Writer

SOUTH LAKE TAHOE — A four-lane, controlled access scenic highway appears inevitable for the west shore of Lake Tahoe between U.S. 50 at the south shore and Tahoe City to the north, according to a pair of top-ranking California officials.

William Penn Mott Jr., director of the Department of Parks and Recreation, said, however, "This route must not include a bridge across Emerald Bay." Mott, one of the speakers yesterday at a public hearing of the Assembly Committee on Natural Resources, Planning and Public Works, said, "It is apparent a major roadway is necessary but in many places there is insufficient room for more than one roadway."

Four-Lane Plans

J. A. Legarra, state engineer for the Division of Highways, said the division is planning for ultimate development of a four-lane highway.

"Twenty miles of the total 28 miles have been approved for relocation," he said, "leaving only the Emerald Bay and Bliss State Park routing to be approved."

William D. Evers, president of the Planning and Conservation League and representative of the League to Save Lake Tahoe and other similar local groups, said a limited access, four-lane freeway would be a "tragic mistake."

Opposes Freeway

He said the difference between a 65-mile-an-hour road and a 45-m.p.h. road would be only eight minutes. "We are unequivocally and unalterably opposed to a limited access, four-lane freeway on the west shore of Lake Tahoe," Evers declared.

"It appears to us," Mott said, "that any parkway along the west shore need not be continuous but should be built in segments, permitting the pleasure

road that eventually is decided upon in this area must be designed primarily to carry traffic."

Preserve Beauty

Mott said that the parks and recreation department is charged with the preservation of history, beauty and environment, while the highways division

See Page A6, Col. 2

SEPARATES
IN PLAIDS A

Pretty skirts and topper
styling. Plaids in pink/y
pink or yellow mates. All
PLAID KILT in luscious

Freeway, Park Aides Agree Tahoe's West Shore Is Destined For Limited Access, 4-Lane Roadway

From page A1

sion arranges transportation systems. Both agencies must arrive at solutions in the public interest, Mott said.

Legarra, in a statement delivered on his behalf, said the division of highways primarily is concerned with protecting right of way for future highway facilities.

"The new highway probably cannot be financed for 10 or more years," Legarra said, "long after it will be urgently needed. Four lanes will not be built if only two will do the job. However, it is the division's opinion that a four-lane, scenic highway will ultimately be required along the west side of Lake Tahoe if development continues in line with approved local and regional master planning."

Conforms With Plan

Legarra said the 20 miles of adopted routings are in conformance with the Tahoe Regional Plan. He pointed out that the legislature included Calif. 89, the west shore route, in the state freeway and expressway system, adding that the California Parkway Act, under which Mott is working on his report, imposes the possibility of another highway system on the west shore.

"Except for necessary work to coordinate with subdivision planning or with hardship cases, resumption of design will be deferred until the new Tahoe Regional Planning Agency has had a chance to review transportation planning," Legarra said.

William S. Briner, chairman of the Placer County Board of Supervisors, added that Placer County favors a scenic highway or parkway parallel to the shoreline route.

Requirements

Briner said the roadway must allow commercial traffic, be designed for 30,000 to 40,000 vehicles per day, have a limited access and grade separation at

interchanges and have an average right-of-way of 500 feet and minimum of 200 feet. It should have maximum cuts and fills of 20 to 35 feet, vista points and rest stops, a 55 m.p.h. maximum speed limit, two separated two-lane roadbeds, and be designed for maximum scenic enjoyment, he said.

Briner said most of Placer County's backdrop land is zoned a forestry district and to deny access by truck would be to eliminate timber harvesting as an allowable use. If urban development then replaced timber harvesting as an economic use, the resulting population would be in excess of 200,000 persons, or nearly double the present holding capacity, thus resulting in a need for mass transit facilities, he said.

Preserve Lake

Charles E. Martin, executive director of the Lake Tahoe Area Council, said he believes preservation of the lake should not be subordinated to a plan of rapid transit in any form.

Martin asked for the removal of Calif. 89 from the state freeway system and the use of the parkway concept on the west shore rather than a freeway or scenic highway concept.

"Freeways are fine for moving people in metropolitan areas but we question seriously their need or propriety at Lake Tahoe. Even if they could be justified on the basis of population figures, the disruption and movement of the millions of tons of earth and rock in this mountainous drainage basin will have a predictable, harmful effect on the clarity and purity of the waters of Lake Tahoe."

He added that if there is a state interest in Lake Tahoe, there is a corresponding obligation to deny anyone or any agency the right to destroy the landscape or impair the quality and purity of the lake's waters.

Split Level Road

Robert W. Jasperson, attorney for the Conservation Law Society of America, said a well designed and constructed split level road on the edges of park areas, with proper regard for park values, would not constitute a violation of the trust to which these areas are dedicated.

"Such a parkway, rather than a freeway along the west shore, should go far to reinforce the faith of the people of California in the integrity of their state parks."

The committee, chaired by Assemblyman Edwin L. Z'berg of Sacramento, heard testimony from 18 witnesses and now will try to determine the need for further legislation and administrative action.

Toured Route

The committee and other officials toured the proposed route

today. The North Tahoe Chamber of Commerce was host a luncheon in the Swiss Lake Lodge near Homewood.

At the close of the hearing Z'berg said he was pleased with testimony and was sure it had answered questions about what had happened in the two years since passage of the Parkway Act.

Z'berg said he was glad to hear testimony from Norman J. Livermore Jr., administrator of the California Resources Agency, that the agency favors parkway in the area and regards the Parkway Act as legislative concurrence in the need for the parkway concept in unique areas such as Lake Tahoe.

"Now if we can only talk the division of highways into it," Z'berg said.

27-OCT-67
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27 Oct 67

Free Press

11-11-67

Parks Director Reveals Tahoe Highway Plans

McClatchy Newspapers Service

SOUTH LAKE TAHOE —William Penn Mott Jr., director of the California Department of Parks and Recreation, promised that a report will be submitted to the 1968 legislature on a plan for a state parkway system including the west shore of Lake Tahoe.

At the same time, at a public hearing yesterday of the Assembly Committee of Natural Resources, Planning and Public Works, J. A. Legarra, state engineer for the Division of Highways said the division is planning development of a four-lane access controlled scenic highway between California 50 at the south shore and Tahoe City on the west shore.

Twenty miles of the total 28 miles have been approved for relocation leaving only the Emerald Bay and Bliss State Park routing to be approved.

Mott said it is apparent that a major roadway is necessary and that in many places there is insufficient room near the lakeshore for more than one roadway.

COAST HIGHWAY

1766

SACRAMENTO BEE
Sa 23 April 1966

Two Tahoe Road Ideas Could Solve Problem

A possible solution to the problem of building a new highway at Emerald Bay on Lake Tahoe has been advanced by the State Department of Parks and Recreation and it deserves the support of all those interested in the future of this valuable scenic resource.

Fred L. Jones, director, in a report at a meeting of North Lake Tahoe of Commerce at the lake, said two roads provided, a new commercial vehicles along present along the pleasure travel.

Up to now the road planning has been stymied on two possible locations, one which would cross the mouth of the bay with a bridge and the other an expensive engineeringly difficult improvement of the present high line.

Now, however, the park planners have asked the State Division of Highways to study a third possibility. As Jones explained it, this would include construction of a tunnel under the ridge between Emerald Bay and Cascade Lake, of a length comparable to that of the Wawona Tunnel in Yosemite National Park.

A two-lane commercial highway completely separated from the recreational route could be built through the tunnel and kept open all the year around. The present high road could be improved but held to scenic, two-lane standards and open in summer only.

The alternatives previously discussed would cause serious damage to the D. L. Bliss and Emerald Bay State Parks and create large construction scars along the west side of the lake.

Jones said the needs for funds for other traffic improvements probably will defer any major new construction at Emerald Bay for another 10 years. Thus, time is on the side of the planners.

The state highway engineers should take advantage of this time element and explore the park department's proposal with the utmost of diligence. The concept of two separate highways presents exciting possibilities for finally settling the controversy between those who want an all-weather freeway and those who are battling to save the beauty of Lake Tahoe.

Emerald Bay

Writing of his first sight of Lake Tahoe Mark Twain said: "We plodded on, and at last the lake burst upon us, a noble sheet of blue water . . . walled in by a river of snow-clad peaks that towered aloft full 3,000 feet higher still. As it lay there with the shadows of the mountains brilliantly photographed upon its still surface, I thought it must surely be the fairest picture the whole earth affords . . ."

This glorious heritage is still ours to enjoy, but recently one of its loveliest sights, that exquisite little body of water, Emerald Bay, with its tiny island, so aptly named for that precious stone whose color is reflected in its still waters, has been threatened with disfigurement.

The problem arose when it became necessary to provide an all-weather highway on State Route 89 on the west side of Lake Tahoe. This section of the roadway is closed each winter by snow and is subject to slides.

A preliminary survey revealed that the geological structure of the area would not permit the construction of snow sheds, which in any case are not of long durability.

The proposal was then made to bridge the mouth of Emerald Bay to construct a low level route. The State Park Commission, alert to the danger this plan presented to the scenic beauty of the area, opposed the construction of a bridge if there were a feasible alternative.

It is with relief then that we learn that a geologist's report shows that it would be feasible to construct a tunnel through the slide area, and that the cost of construction of the tunnel would be less than that of the bridge.

Mr. Newton B. Drury, chief of the State Division of Beaches and Parks said of this report that it is a boon to the fight to save Emerald Bay, and the state parks which border it, from destruction.

All Californians will be glad to learn that the beauty of Emerald Bay and its parks can be saved and that an alternative plan to the bridge has been found which is both geologically sound and more economical, and that Mark Twain's "fairest picture" will remain undisfigured for us and for posterity.

No Bridge At Emerald Bay

Residents of California who are interested in preserving the outstanding scenic attractions that annually draw thousands of tourists to this State, experience a thrill of appreciation in the action taken by the State Park Commission in denouncing a proposal that a bridge be built across Emerald Bay at Lake Tahoe. Emerald Bay is undoubtedly the outstanding scenic spot on Lake Tahoe. It would be little less than sacrilege to mar that lovely spot by building a bridge across it.

The proposal to build a bridge across Emerald Bay has been sought to by-pass a stretch of State Highway 89 which was buried during last Winter's storms when an avalanche was started, and which closed the highway. Owing to the nature of that slide it has been extremely difficult to remove the debris, and the road is still closed. Expediency at the expense of a beautiful piece of natural scenery may seem all-important to a few small business operators, but Californians are noted for their interest in preserving un-

usual attractions, and they will, and should, lend full support to the State Park Commission in this matter.

There are certain matters in which commercialism must give way to other considerations. Friends of the magnificent redwood groves from all over the nation have joined in purchasing some of the outstanding stands of redwoods in order to preserve them for the future. It would be just as sensible to utilize Yosemite Falls, one of the world's outstanding scenic attractions, for generating electric power, as to construct a bridge across Emerald Bay, which in many respects rivals in beauty and scenic attraction any of California's outstanding spots.

The State Park Commission has a full-time operation in preserving scenic beauty and providing parks and playgrounds for the future. We believe in progress, but not by sacrificing any of the beauty Nature has provided for our benefit and enjoyment when there are other means to accomplish the main objective providing for better living standards.

VALLEJO TIMES HERALD

Emerald Bay Can Be Saved

Emerald Bay's beauty is saved, we hope, by an engineering report on reconstruction of State Highway 89. This route along the bay is blocked by snow, and moreover is subject to slides. Tahoe property owners interested in keeping the route open have advocated that the mouth of the bay be bridged. This was opposed by the State Park Commission on the proper grounds that a bridge would harm scenic beauty.

A geologist's report now proposes the construction of a tunnel through the dangerous slide area, with the estimate that the cost of tunneling would be less than that of bridging. Newton B. Drury, chief of the Division of Beaches and Parks, believes the tunnel project is the answer to the highway problem without sacrificing the beauty of the bay or of the state parks which surround it.

Cost is a factor, of course, but many a Californian will take the viewpoint that a tunnel, even if more expensive, is worth the price to preserve an outstanding vista of Lake Tahoe.

Priceless Asset

In an article in LIFE magazine D. L. Bliss State Park at the mouth of Emerald Bay at Lake Tahoe is deservedly included of the 50 most beautiful camping places in the States.

Lake Tahoe is known universally as the world's great spots, though people in this area may feel uniqueness because of familiarity.

It is hard to understand how any responsible organization or thinking person can support plans which would destroy or damage rare qualities of the Emerald Bay and Bliss Park area.

Yet there are people working to have a bridge built across the entrance to Emerald Bay as the way of enticing motorists to drive around the

The reasoning, of course, is that with more money there will be more money to serve them.

The fact that the proposed bridge would damage the state park severely and destroy the natural beauty of the bay apparently means nothing to these groups.

Enlightened people should tell them a case such as LIFE magazine for Bliss Park is more valuable than a high speed way.

And, if the bridge existed, the Bliss Park would not qualify of the nation's 50 most beautiful camping spots.

FRESNO BE

LIFE MAGAZINE
(July 21, 1958)

In listing the 50 most beautiful and camping places in the United States, named D.L. BLISS STATE PARK as one of 50.

OAKLAND TRIBUNE

Governor Pat Brown has given assurance that his order to state department heads instructing them not to discuss controversial issues in public before clearance with his office does not apply to the officials' dealings with the press.

It is hoped the governor will get his message through to the department heads in clear and emphatic terms.

For the temptation, if there exist restrictions at all, will be to clam up on every matter even remotely relating to policy, just to be on the safe side.

The edict does not apply to the members of various state boards and commissions, and rightly so.

It indeed would have been extremely unfortunate, for instance, had the state highway commission not had the opportunity to speak up in the legislature and in public against the highway department's scheme to bridge Emerald Bay and run a high speed road through two state parks at Lake Tahoe.

Gag rules and secrecy never serve the public interest. Governor Brown has been one of the strongest foes of government secrecy and he should make it clear to all members of his official family that this is still his policy.

RICHMOND INDEPENDENT

STOCKTON RECORD

Road Group Yields To Commercial Interests

The state highway commission apparently has yielded to pressure from Lake Tahoe commercial interests by giving tacit approval to a report recommending a bridge across the mouth of Emerald Bay, one of the world's most picturesque scenic spots.

The connecting high speed highway would bisect two state parks, destroying the area's primitive beauty and isolation which bring enjoyment to thousands of persons every year.

Not only is this highway proposal needless of Emerald Bay's exquisite natural beauty. It also is needless since engineering and geological studies indicate the present high level road can be made safe from slides in less time and at about the same cost without impairing the incomparable scenic vista of Emerald Bay.

State Highway Engineer George T. McCoy, in recommending the bridge, said it could be designed to enhance the beauty of the area. To an engineer, a structure of steel and concrete can be a thing of beauty, and it is in its place. But it just does not fit the incomparable natural landscape of Lake Tahoe.

It is not to be denied that a convenient highway is needed between the north and south ends of the lake. But engineering studies show one can be built without impairing the magnificent panorama.

Keep Tahoe for those who love its matchless grandeur and serene restfulness. Let those who are always in a hurry to get somewhere or nowhere stick to the freeways.

The one thing which can be said for the low level bridge, and about the only thing which has been said, is that it would enable motorists to get from one end of Lake Tahoe to the other in less time.

It ill befits any official body to authorize the destruction of this scenic wonderland to accommodate those few who are in a hurry—those whose great haste is due in many instances to a compelling urge to get to a slot machine or roulette wheel on the other side of the lake.

The legislature, to its credit, twice turned down resolutions urging construction of the bridge. The highway commission also would earn plaudits from the public at large if it should do likewise.

SACRAMENTO BEE

MacBride Says Low Level Bridge Would Ruin Emerald Bay, 2 Parks

"For the California Legislature to authorize or order the construction of a low level bridge across the mouth of Emerald Bay at Lake Tahoe without first exhausting every possibility of an alternate route would be an unforgivable mistake."

which would request the state park commission to provide a right of way across D. L. Bliss and Emerald Bay State Parks and the division of highways to construct a two lane low level all year highway on the route.

Natural Beauty

This statement was made today by Assemblyman Thomas J. MacBride (D) of Sacramento County, who is opposed to SCR 13, Berry,

"It should be the solemn obligation of every legislator and state employee to conserve and protect California's priceless natural beauty and assets

rather than destroy them," Assemblyman MacBride asserted.

"The high level view of Emerald Bay is such an asset. It is acclaimed by naturalists and commercial photographers from all over the world

Continued on page A6, col. 6

MacBride Raps Plan For Tahoe Bridge

Continued from page 1
as one of the most gorgeous lake and mountain views to be had in the United States.

"If ruining the view of Emerald Bay isn't enough, the low level bridge would also spoil two other irreplaceable natural assets of California: namely, Emerald Bay Park and D. L. Bliss Park in which the state has invested almost \$2,000,000.

High Speed Highway

"These parks have been recognized nationally as two of the finest in the country, yet in the interest of moving traffic faster through a part of our state that people come from all over the world to slow down and enjoy, the proponents of the bridge would run a high speed highway through these wonderful recreational areas.

"I don't think these parks or Emerald Bay are ours to fool around with. They belong to the entire state and nation and it is our obligation to save them for the enjoyment of future generations just as we saved our giant, historic redwoods."

The Berry resolution has been approved in the state senate and is pending before the assembly rules committee.

Committee Members

Members of the rules committee are Assemblymen Allen Miller (D), Augustus F. Hawkins (D) and Charles J. Conrad (R), all of Los Angeles County; Richard T. Hanna (D) of Orange County; Eugene Nisbet (D) of San Bernardino County; Jack Schrade (R) of San Diego County and Harold T. Sedgwick (R) of Butte County.

9, 1959

Emerald Bay Span Is Called Costlier Route

McClatchy Newspapers Service

FRESNO — Robert Hiller, chief ranger of state parks in the area of Emerald Bay, Lake Tahoe, says a recently released study of costs shows a low level bridge across the bay would cost more than modernizing the present high level route.

Hiller spoke at a meeting of the Tehipite Chapter of the Sierra Club. He presented issues for and against the proposed construction of the bridge and connecting highway.

The removal of two hairpin turns and construction of two tunnels in slide areas, Hiller added, would improve the present route and make it safe.

Proponents of the low level route have stressed its low construction cost as a factor in the proposed construction.

Hiller said he is opposed to the bridge.

Physician

Avalanche Cleanup Begins

**Saturday's
Victorial**

**12 D Oakland Tribune
Saturday, March 10, 1956**

State in Early Start Clearing Tahoe Highway

The State Division of Highways is launching an early start to clear an avalanche of rock size granite boulders, snow, earth, choking a 300-foot section of Highway 89 at Emerald Bay, Lake Tahoe.

George Hellesoe, maintenance engineer for the State Division of Highways, Sacramento, today that snow plows have started to open the highway nearly two months ahead of schedule, to allow inspection parties and repair equipment into the slide area.

The highway, on the west side of Lake Tahoe, connects Highway 50 at Tahoe Wye with Incline City. It is not kept open during winter months, and snow plows do not usually open it until May 1 for the vacation season.

Hellesoe said he doesn't think the slide carried away the road bed.

"We've had slides there before," Hellesoe said. "There's probably a weakness in the mountain's structure, but it's weakened by the highway across the face. The freeze action of water in the rock fractures off big hunks of granite and down she comes."

The slide which obliterated the road occurred last season when tons of granite and snow wiped a 1,000-foot-long strip down to the lake's edge, snapping off pine trees and covering the road as it passed.

It narrowly missed Viktorholm, fabulous mansion at the lake shore and now part of State Park. Bob Hilkey, State Ranger, said the roof of the mansion was damaged.

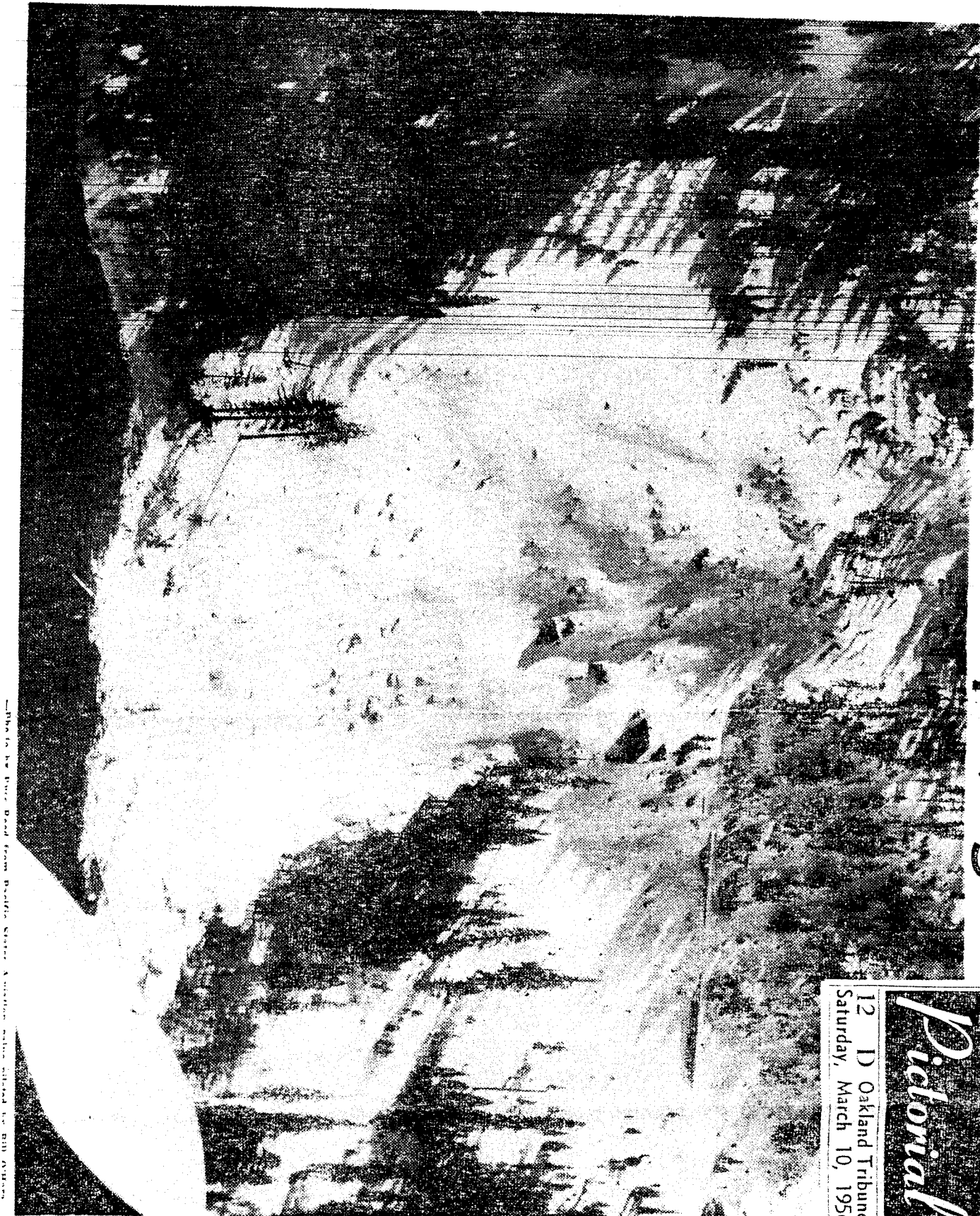


Photo by Eric Reed from Pacific States Association, photo entered by Bill Adams

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SACRAMENTO BEE

Emerald Bay Should Be Spared This Desecration

Emerald Bay is recognized universally as the loveliest of nature's jewels in the entire Lake Tahoe setting. World travelers more than once have declared it has few if any peers anywhere in the world. To despoil it would be close to blasphemy.

Such despoliation would become an accomplished fact should the legislature approve a bill, SB 1315, by Senator Swift Berry of El Dorado County, to authorize the construction of a bridge across the mouth of the bay with \$1,000,000 extracted from the funds of the state park commission.

This amount, however, would be only part of the financial cost. The state highway commission says the total outlay, including highway changes and approaches, would be \$5,400,000 while improvements on the existing route could be made for less than one per cent of that sum.

However, the money cost, whether large or small, is secondary to the vastly more important objection to this project. If it could be built for nothing, the cost still would be too high.

To save a few minutes of driving time between the northern and southern ends of the lake, the most beautiful and glorious view would be defaced and mutilated.

One of nature's most inspiring creations would be sacrificed for a mass of commercial postage.

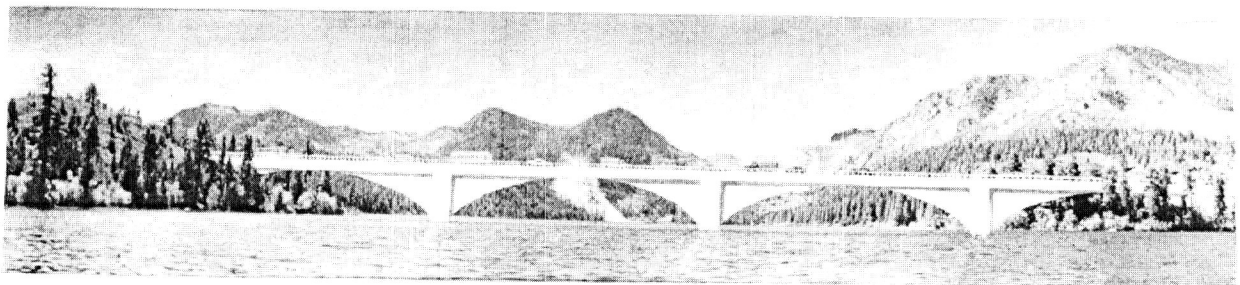
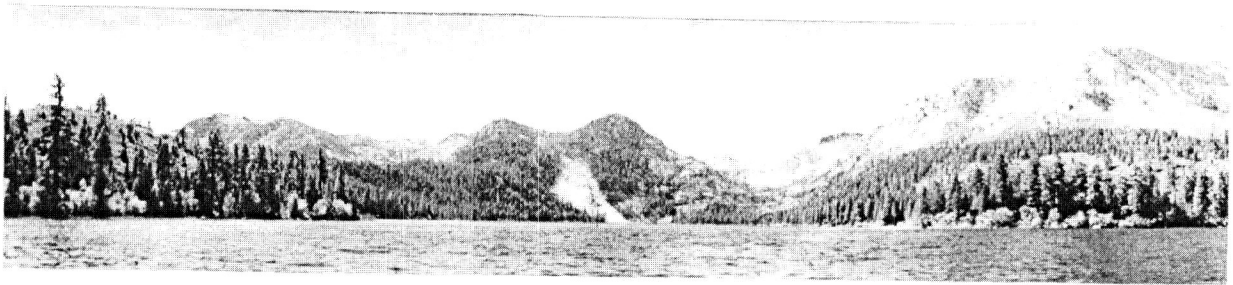
The price to be paid is out of all proportion to any benefits to anyone which might be gained.

Senator Berry did a fine job when two years ago he sponsored a bill for the purchase of Emerald Bay to be a state park. Now inconsistently he is the author of a measure which would rob this and all future generations of the enjoyment of this park's superlative beauty as nature made it.

Keep Emerald Bay free of bridges or any other artificial structures.

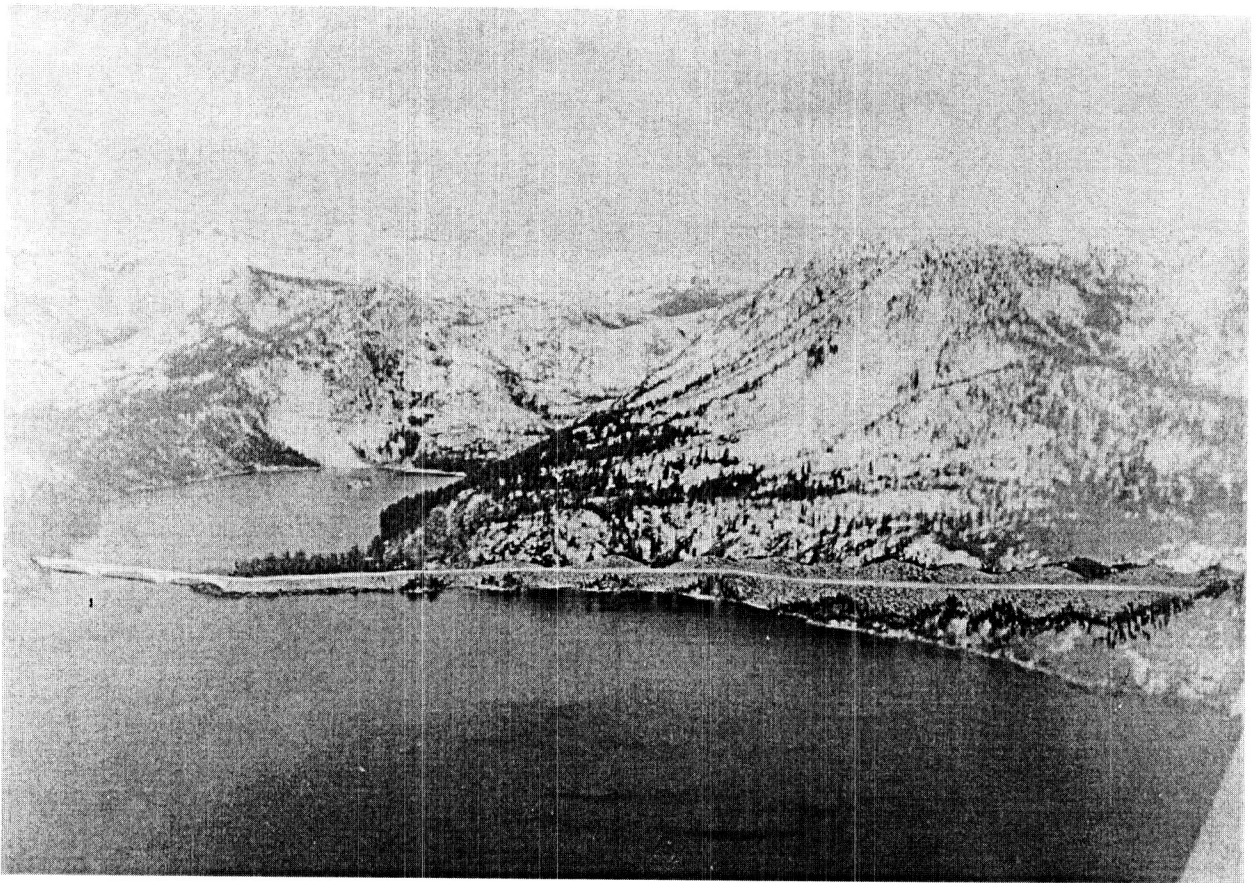
The people should make it clear to the legislators that SB 1315 should be killed.

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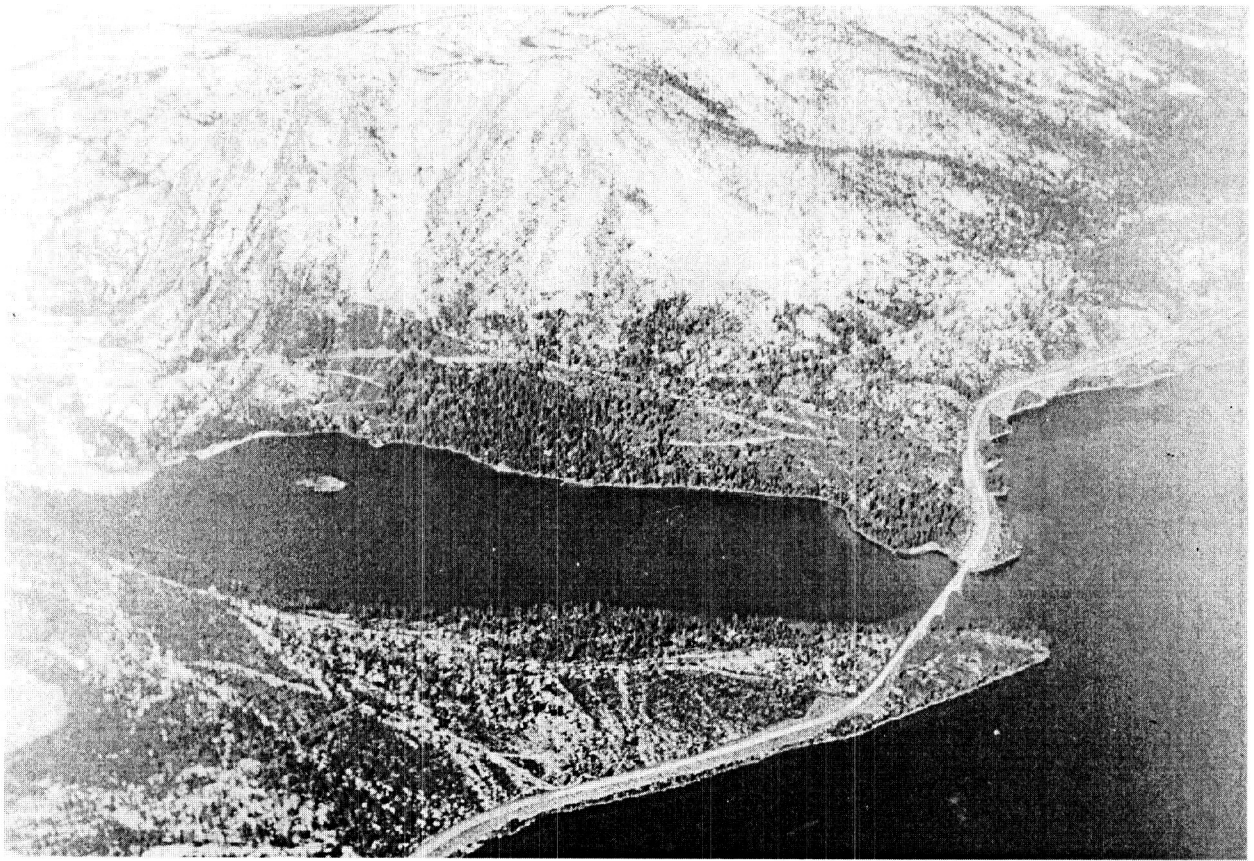
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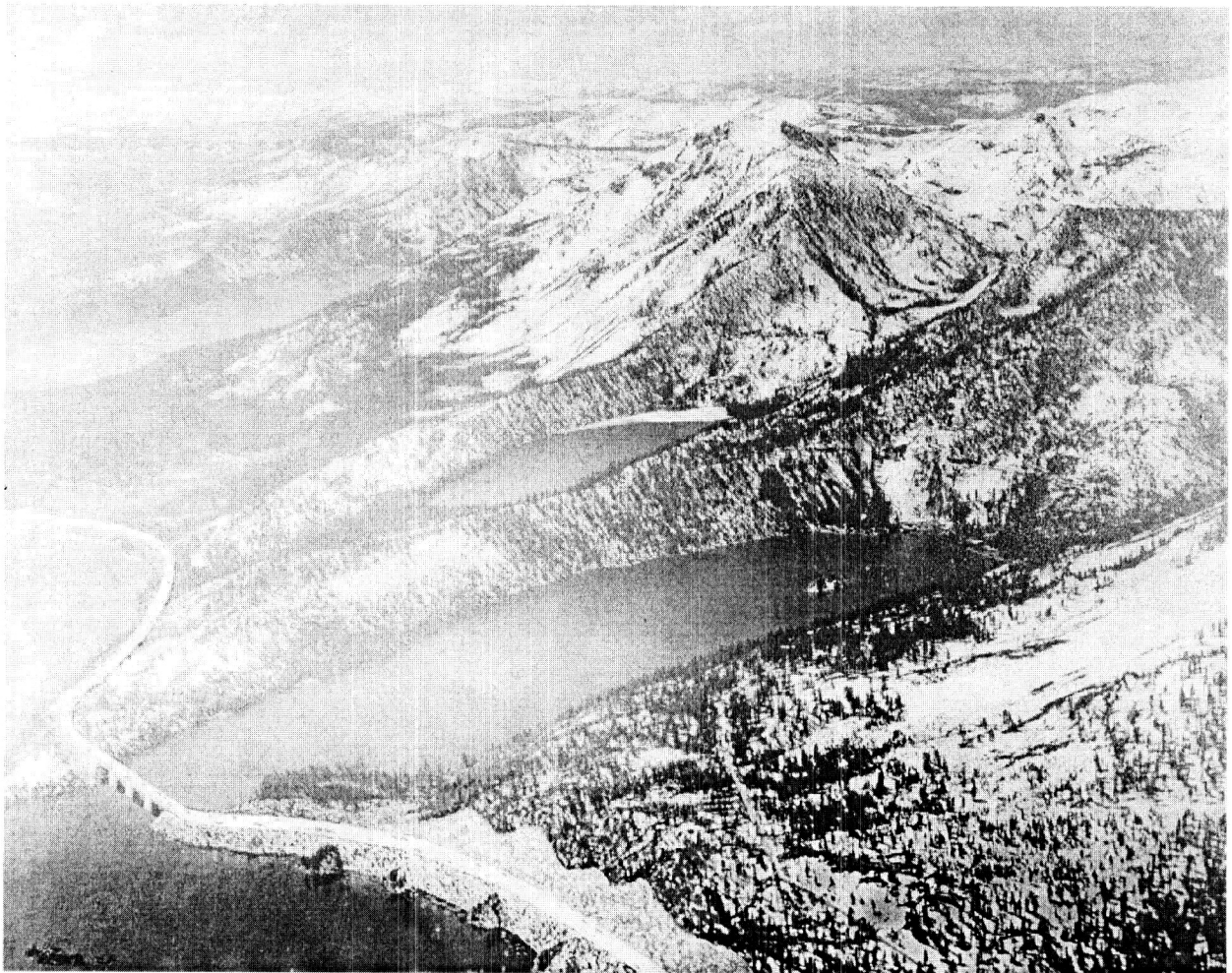
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